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(Above) Fourth overall Chuck Miller smokes out of the pits. (Below) Max Eddy, who finished third overall and first 250cc Expert, with a friend.

Ogilvie makes it two in a row with D-37 Prairie Dog win

By Joyce May

LUCERNE VALLEY, CA, JAN. 21

The Prairie Dogs Hare Scrambles saw a new type start, but a repeat overall winner. Bruce Ogilvie once again guided his super fast Yamaha YZ400 over the lengthy scrambles loop and across the finish for two out of two in '79.

The sponsoring club's choice of Means Dry Lake, about the most remote a race site to be found and still be on the available racing land in San Bernardino County, was different to say the least. It would have been an extremely dirty experience, however, had there been no rain making the dry lake too damp to be dusty and the sand dunes moist and solid enough to support vehicle travel.

The start was made in 11 waves of riders (by classes). This method was the only start the BLM would allow to be run in this particular area. Although the start area was virgin territory the rest of the course was well-known, but not overly used.

Cory Timms had the lead as the racers headed through the first check, followed by Ogilvie and Lee Scheffers, but by the time they reached the second check Ogilvie had settled in as the leader.

Greg Thomas took the 250cc Expert lead but that was short-lived as Mike Eckardt, Max Eddy, and Chuck Miller moved past and began stretching ahead of the pack.

Trudy Beck was running hard into first gas in the 18th overall spot, and defended her position well throughout the entire race.

John Foster, riding out of Anaheim Husqvarna, spearheaded the 175cc Expert class with a big lead over fellow 175cc riders Bob Torgerson and Joe Wilson who had a battle of their own going on throughout the first loop as Steve Webb worked his way past them and within threatening distance of Foster. Webb soon took the lead while Foster began to drop back. Wilson also came on strong. At the finish Wilson had worked into the lead with Webb on his fender for second and Foster out of the race entirely.

Trailbiker Cliff Thomas was blasting through the ranks as though he were on a big bike, running 29th overall halfway around the first loop. Pete Andelman had the second spot and, when Thomas dropped out, took over the lead and held it for his class win.

There was a three-way battle going on in the Senior class as Bob Doig, Ron Bebo, and Ed Williamson fought back and forth for the Senior lead. Williamson finally outlasted the others.

After a short threat by Scheffers, Ogilvie had the lead once again into the pits with Timms on Scheffers' shadow. Just as quickly as the action began, it subsided again as the crews awaited the next rider. It was Max Eddy on his Husky with Eckardt and Miller not far behind.

Then there was another lull before Greg Thomas appeared with Trailbiker ace Kenny Dodd hot on his heels.

Dave Woolmore (250cc Amateur) led his class for a short time, but lost it to Russ Woolmore about halfway through the first loop. Russ put another rider in between them before they came into the pits.

First Amateur Open bike to gas his thirsty machine was Rod Busse.

Kent Pfeiffer was the hot Amateur "C" biker as he led his class right from the start. This ball of fire moved up from the sixties into the 23rd overall spot at the checkered!

First Novice was #124 (sorry — still no Heavyweight lists) with a good lead over the next two Novices (#514 and #80). Number 364x (first 250cc Novice) was close behind.

The second loop was the same long loop with some problems existing as the racers came into the finish line from two different directions. Out of this problem one rider was disqualified, but whether the disqualification stands or not will have to be determined when the final results come out.

Ogilvie took the overall win and was enthusiastically greeted by his two sponsors, Dale's Modern Cycle and Bel-Ray Oil.

Timms took second while Divison I Expert honors went to Anaheim Husqvarna's Eddy, followed by Miller who is impressing everyone with his determination to do well.

Mark Zoller, back after a long absence from District racing, moved through the ranks from the 14th slot at check one the first time through to fifth overall at the checkered.

Upp runs wild at CRC Renegade HS

By Terry Rezek

RED MOUNTAIN, CA, JAN. 21

Bopping along through a slightly damp desert on your favorite scoot, savoring the crispness of a Mojave winter's day has got to be the second greatest pleasure known to man and woman. This day it was Kenny Upp's greatest pleasure as he won California Racing Club's first race of 1979 going away.

Coming out of 1978 as the number two under-200cc rider, Kenny decided to move up in size and it looks like he moved up in position as well. A first ride on a 250cc bike and a first overall — auspicious beginning to the new year. I got the feeling he was a little hungry for this one; I left the start line five minutes before the flag dropped, rode out three miles, parked my bike and didn't have time to get my camera out before Mr. Upp came flying by, trailing about a hundred yards of stocking cap behind him. Not to say he was really moving, but that cap was only two feet long at the start!

Just out of reach of that flailing cap but trying to close up the gap was Morgan Malocco. The two of them turned off the start run as the course went west into the Summit Range that runs south along Teagle Wash.

Kenny hung on through the next four or so miles of super swooping trail, up and down bunches of moist and tacky little roller hills. Some of these were humongous jumps at racing speeds and those always had a 90° turn at the bottom. One more neat feature — a curvy downhill sandwash, the kind where you can ride the walls until you're laid out horizontal — and then it was back to boogey time across the flats and the Southern Pacific RR tracks.

The course generally headed now towards Charlie's Place and Malocco put the greater power of his big bore bike to use and got around Upp for the lead. Upp stayed with him in the rough up to and just past check two, but when they reached some level terrain, the faster bike began to pull away. Upp was not to be denied his day, however, and as the course got into the Giant Munglies that comprise most of the Spangler Hills, he began to close on the lead. The fates rewarded him as Malocco's bike said "Enough" and retired from the race. From here on it was all Upp. At the recrossing of the RR tracks about four miles from the pits, he had a full two and one-half minutes lead over Doug Beisner, who had inherited the second slot from Malocco — and this was on the first loop! Kenny never backed off and rode the second loop with the same energy, finishing with more than a five minute lead.

Meanwhile, back with the rest of the world, Danny Smith and J. Donaldson led the Novice charge to the bottom of the Summit Range with B. Needham holding a tight third. Two loops later, when the smoke cleared (there wasn't any dust!) the early leaders were not and the winners turned out to be John Reeves and Alan Dryden.

The Beginner parade saw Bob Lumbattis fastest through the start run, tightly chased by Ted Crozier and Don Glenn. Lumbattis held the lead through most of the first loop, but from the back of the pack came Ed Ellis, working his way with determination. Crozier was first to feel the Ellis bite and, somewhere on the second loop, Lumbattis was forced to settle for second as Ellis took the lead and kept it to the finish. Crozier finished in third.

Betcha there's a smile under that MotoStar. CRC winner Kenny Upp.

By the time most riders had reached the second RR track crossing on the first loop, the battles were forming. After Upp and Beisner went through, about a minute passed and Jeff Hylton came by in third and holding the first Amateur spot right through to the finish. Very soon after Hylton, Darren Pritchett, Gary Johnston and Ken Heil showed up in a tight pack. Heil apparently broke that pack and eventually became fourth overall right behind Hylton.

Monte Lee and Leon Price came past within spitting distance of each other, followed by Dick Hall and Mike Martin. That important second loop effort showed its impact again as Martin worked his way past all three to wind up fifth overall. Lightweight riders tend to ride in what can be described as a hungry manner, as T. Stuart demonstrated by passing a bemused Open Expert by leaping through the rocks just past the tracks in gazelle style. One can guess what probably happened when they both reached the wide open road that was a few hundred yards beyond.

At this point the grand old men finally doddered along and the first Seniors arrived (poetic license, guys, that's my class, too!). Larry Upp (Kenny's dad) led Dick Hughes by one slim gray whisker, which whisker Dick plucked before the second loop was over to take the first Senior spot; Upp was second and third appears to have gone to Lowell Milton.

There were no major battle in either the Mini or the Women's classes, with Dave Earll leading Steve Crawford and Kim Hansing ahead of Wendy Muller (nee Dooley) for their respective positions.

The dust-free conditions made for an extremely pleasant race but also a very fast one. There were many flat tires from high-speed rock encounters and a goodly number of earth-sky getoffs as suspension limits were sought and found. All in all, a very good race; many comments from the riders attested to that. This was the first of the new season nd we are all trying to get our stuff together. I'll be around through the entire year and, with a little luck, I may be organized by December.

The ladies working in the scoring booth are really organized already and my heartfelt thanks to them for these results. Remember, though, the lap sheets need to be checked, so these results are unofficial. ●

Results

OPEN EX: 1. Mike Martin (Hus); 2. Richard Hall (Yam).
OPEN AM: 1. Jerry Utterback.
OPEN NOV: 1. John Reeves; 2. Dan Smith.
OPEN BEG: 1. Bob Lumbattis (Yam); 2. Ted Crozier (Yam).
250 EX: 1. Ken Upp (Yam); 2. Doug Beisner (Suz).
250 AM: 1. Jeff Hylton; 2. P. VanderByl.
250 NOV: 1. Bill Meloserdoff; 2. D. Kennedy.
250 BEG: 1. D. Linch; 2. Mark Ford (Hus).
WOMEN: 1. Kim Hansing; 2. Wendy Muller.
200 EX: 1. Scott Atchison; 2. M. Easley.
200 NOV: 1. Alan Dryden; 2. R. Kennedy.
200 BEG: 1. Byron Van; 2. Kent Worley.
JUNIOR-SENIOR
EX: Monte Lee.
AM: Leon Price (1st Jr.-Sr.)
NOV: Tom "Mineshaft" Baker
BEG: E. Ellis (Yam 250)
SENIOR
EX: Larry Upp (Yam 250)
AM: Richard Huges, 1st Sr. (Yam 250).
NOV: L. Milton.
BEG: A. Perry.
MINI: 1., Dave Earll; 2. Steve Crawford.

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(Above) Greg Draskovich leads CRC Racing World Open Pro winner Rich Brand. (Below) More action from the Open Pro gladiators.

Brand, Van Hook, Learn clean up at CRC Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, JAN. 21

California Racing Club packed Racing World with a maxi crowd of race eager riders and with the weather holding clear, the stage was set for a dynamite day of motocross.

Greg Draskovich showed up to do his damage. Draskovich had only raced on and off until a month ago when he bought a brand new 440cc Maico, got DMG to prep it, and hasn't been out of the money since. In the first moto he led the way until Cole Bros.' Rich Brand squeezed his own fine-tuned Maico by. Draskovich was not to be defeated though and put forth enough second effort to retake the lead and win the first heat. Brand pulled in second followed by Crown Cycle's Joe D. Price in third.

As luck would have it the second moto was not as rewarding for Draskovich. The problem wasn't that he didn't run a good race — he started with the holeshot again — but unfortunately he bailed out on the back side of the track and Brand flashed by. Draskovich recovered in time to finish the race second but the overall still went to Brand. Draskovich finished number two for the day and Price rolled home third.

Phillip Thorstensen got the holeshot in the first 250cc Pro moto but Vince Van Hook quickly stole his lead away. Van Hook took his Maico through the turns for a first moto win and Scott Johnson, who also made his way around Thorstensen finished second.

Dave Eropkin, whose slipping clutch gave him a fourth place first moto finish was out to improve his ride. Taking the second moto holeshot he ran a perfect race leading the rest through the entire moto and he did it with a flat front tire in the final laps. Van Hook, running number two, was right on his tail all the way but couldn't get by. Still, because of Eropkin's fourth in the first moto he went home only second overall while Van Hook took home top pay for the day. Scott Johnson finished third and collected the money for winning that position.

Ross Learn wailed on with a perfect 1-1 overall win in the 125cc Pros. Bobby Ryan finished second in both but it was touch and go in the second moto when, running behind Steve Childress, he had to open full bore just to keep up. Seems Ryan's rings have gone south and he's been waiting three weeks for new ones in from Japan. Anyway, Ryan got by Childress when Childress got caught behind a lapped rider and Ryan finished number two. Childress finished third in both motos.

Results

OPEN PRO: 1. Rich Brand (Mai); 2. Greg Drasskovich (Mai); 3. Joe D. Price (Yam).
OPEN INT: 1. Doug Van Duzen (Mai); 2. Dan Moore (Mai); 3. Bob Whtie (C-A).
OPEN NOV: 1. Kevin McNeal (Yam); 2. Leo Green (Yam); 3. Steve Eatman (Yam).
OPEN BEG: 1. John Pincott (Yam); 2. Tom Tasko (Yam); 3. Jim Speight (Mai).
250 PRO: 1. Vince Van Hook (Mai); 2. Dave Eropkin (Yam); 3. Scott Johnson (Hon).
250 NOV: 1. Ted Waldrup (Hon); 2. Tim Fisher (Hon); 3. Todd Simmons (Hon).
250 BEG: 1. Matt Sonywatani (Yam); 2. Eddie Rea (Yam); 3. Steve Chambers (C-A).
125 PRO: 1. Ross Learn (Suz); 2. Bobby Ryan (Suz); 3. Steve Childress (Suz).
125 INT: 1. Trey Hall (Suz); 2. Randy Ross (Suz); 3. Rick George (Suz).
125 NOV: 1. Dave Nealon (Yam); 2. Bob Fann (Suz); 3. Les Hays (Yam).
125 BEG: 1. Mark Spitzke (Yam); 2. Fred De Vuies (Yam); 3. Maniano Vinamontes (Yam).
100 EX: 1. Don Best, Jr. (Yam).
100 INT: 1. Todd Broussard (Yam); 2. Manuel Dauber (Yam); 3. Dave Calais (Yam).
100 NOV: 1. Kink Williams (Yam); 2. Jerry Anken (Yam); 3. Rick Knamen (Yam).
VETS EX: 1. Bob Hayes (Mai); 2. John L. Wilson (Yam); 3. Willie Burkhart (Yam).
VETS INT: 1. Earl Nichols (Yam); 2. Askar Larnkjaer (Suz); 3. Dan Sanchez (Suz).
VETS JR: 1. Jerry Black, Sr. (Mai); 2. Edward D. Hartman (Suz); 3. William Millar (Suz).
MINI EX: 1. Chris Morey (Suz); 2. Don Best, Jr. (Yam).
MINI INT: 1. Mike Healey (Suz); 2. Terry Murray (Suz); 3. Kenny Stokes (Suz).
MINI NOV: 1. Lyle McPherson (Suz); 2. Steve Van Duzen (Yam); 3. Robert Laughlin (Yam).
MINI BEG: 1. Tony Orona (Suz); 2. Keith Lidrieyin (Suz); 3. Ricki Rodriguez (Suz).

Bauer, Greenway battle at Corona MX

By Ron Lawson

CORONA, CA, JAN. 19

John Greenway (Yam) didn't take the overall victory in the 250cc Pro class at Corona last Friday, but it still has to be considered one of his best rides. Although he has had many close battles with DG teammate Steve Bauer (Yam), he has never managed to pull off a concise moto win, that is, until Friday.

Greenway jumped out in front right from the start of moto one. Bauer confidently took his time at first, but as the race went on, he began to realize that this guy wasn't fooling around. He put himself in high gear and by the third lap, the two Yamaha riders had left the rest of the pack far behind. Third place was in the hands of Wayne Brosle (Yam), who was doing an excellent job of staving off Bruce Ashmore (Yam) and Gary Grove (Mai). As the short race came into its final laps, Bauer was serious. He was dogging Greenway's tracks and he made a last ditch effort to take the lead as they crossed the finish line. It came down to about three feet separating the two riders, with Greenway still in front.

But Bauer is the king at Corona, and he proved why in the second moto. He grabbed the holeshot and, in spite of Greenway's best efforts, held the lead all the way to the end of the race. In the first few laps, Greenway remained close to Bauer, but later, they started to separate. Once again, Brosle took third and Bill Moyer, who had come from behind in the first moto to finish fourth, took the same position again. Bauer was hot, and at the end of the race he showed little modesty in saying so: "Watch for me in the Nationals this year... in front!"

While Greenway might have taken the backseat in the 250cc class, he did no such thing in the 125cc Pro class. In the first round, Greenway, John Silva (Suz) and Danny Burtt (Suz) flat walked away from the rest of the field. Silva held on to a strong second until the very last lap when he fell and gave the position to Burtt.

In round two, Greenway once again jumped into an early lead, but Burtt never let him out of his sight. Silva ran into even more trouble than he had in the first moto, but he eventually came out in seventh. When Greenway passed the checkered flag he had a safe margin over Burtt, who was followed distantly by Doug Lincoln (Suz) and Jim DeGaine (Yam).

The HSMX was so close this week that results are being held until next week for closer examination. Eldorado and Hemet High Schools came up with scores too close to call. The Eldorado team owes its high score to Ted Hoyt, Ron Rehnquist and Randy Fleisher who all finished on top of their classes. Dale Dondel's win in the Mini Novice class headlined the Hemet effort.

Results

MINI BEG: 1. Otis Cecil (Kaw); 2. Jason Rincon (Kaw); 3. Richard Young (Yam).
MINI NOV: 1. Larry Daniel (Yam); 2. Gary Clark (Yam); 3. Terry Knight (Suz).
MINI EX: 1. Randy Fleisher (Suz); 2. Don Sigrist (Yam).
100 NOV: 1. Pete Rickertsen (Suz); 2. Walter Kelly (Suz); 3. Dave Frear (Suz).
125 BEG: 1. Corey Anguiano (Suz); 2. Dale Young (Yam); 3. Glen Parrish (Yam).
125 BEG: 1. Mike Wilkinson (Suz); 2. Nick Ulmer (Yam); 3. Vince Ehnes (Yam).
125 NOV: 1. Mike Knueven (Suz); 2. Ron Harrison (Yam); 3. Dave Collins (Suz).
125 NOV: 1. Harley Hall (Suz); 2. Fred Combs (Suz); 3. Sam Ramirez (Suz).
125 INT: 1. Rick Rogers (Kaw); 2. Scott Seeley (Suz); 3. Randy Shoaff (Suz).

D-37 scrambles season opens at Elsinore

By Maureen Lee
Photo by Dan Mahony/ Wizard Racing Photography

ELSINORE, CA, JAN. 14

District 37 started up again for scrambles riders as the Lightweights hosted the first race of the season. Hope it's a good omen — the rain held off until half an hour after the last race.

In several classes notice was served as to who was going to be a front runner for the season. In the 125cc Novice class Jimmy Snow won three in a row, while perennial Mini class foes Curtis Cannon and Roger Thompson swapped first and second around with Curtis the winner. Roger also got a second in the 125cc Novice class behind Snow. It was three in a row too for Bud Carroll, 125cc number one.

"Don't hit me, please!" screams Mark Cain after a tumble at the Lightweights' D-37 scrambles. Larry Bird goes outside to avoid the downed Cain.

Joe Steffen did in the 250cc Expert class three straight, while the results show a lot of shifting around behind. Joe says he's going to get that number one plate back this year, and I wouldn't be at all surprised if he didn't.

Heavyweight number one Mike Montgomery was yet another three-in-a-rower in the 500cc class while AMA Pro Bobby Sanders, who rides just for the fun of it and no points, did in the Open class.

Next month it's the Lightweights again at Elsinore, on Feb. 11, followed by the Gripsters on the 25th; where they'll be we don't know yet, so if you didn't get your scoot ready for the first race of the year, don't miss the two this month. You lose too many points that way if points are what you're after.

Results

MINI: 1. Curtis Cannon (Yam); 2. Roger Thompson (Yam); 3. Greg Nelson (Yam).

125cc NOV: 1. Jimmy Snow (Yam); 2. Roger Thompson (Yam); 3. John Ebrecht (Yam).

125cc AM/EX: 1. Charles Carroll (Yam); 2. Darren Hulbert (Yam); 3. Ted Thompson (Yam).

250cc NOV: 1. Ross Klatt (Yam); 2. Michael Roach (Hon); 3. Mike Taylor (Yam).

250cc AM: 1. Chris Cannon (Yam); 2. Tommy Walton (Yam); 3. Dorothy Rowe (Yam).

250cc EX: 1. Joe Steffen (Yam); 2. Charles Carroll (Yam); 3. Mike Marschke (Yam).

350/500cc NOV: 1. Robert LaChance (Yam); 2. John Brillinger (Hon); 3. Scott Shoup (Yam).

350/500cc AM/EX: 1. Mike Montgomery (Yam); 2. Joel Windham (Yam); 3. Rex Hailey (Yam).

OPEN: 1. Bobby Sanders (Yam); 2. Steve Miller (Yam); 3. Dave Peters (Tri).

Strauss, Gambetta, Baker take AME Pro wins

By Laura Richard

VALENCIA, CA, JAN. 14

Even the threat of rain didn't stop the riders from showing up for the start of the American Motocross Enterprises 1979 season at Indian Dunes. By the time moto one came up for the Open Pros the rain had really started. But even the rain couldn't stop these guys.

Moto one saw Bob Bang (Yam) taking the holeshot with Hal Strauss (Cole Bros. Mai) in second and Bill Hagen (Sy Klops Mai) in third. Some fancy moves in the mud enabled Strauss and Hagen to put the pass on Bang, while in the pack Mark White (Hus) and Steve Rawson (Cole Bros. Mai) were dicing it out for fourth. White was finally able to put the pass on Rawson and then got by Bang to settle into third. Rawson also passed Bang to take over fourth place.

Moto two saw Rawson with the holeshot with Hagen pressing for the lead, finally taking command while Strauss had to work his way up through the pack. By the end of the race we saw Strauss coming across the line in first with Rawson in second and White passing Hagen on the last lap for third. The overall for the day went to Strauss, with Rawson taking second and third going to White.

The 250cc Pro class belonged to Maico rider Mark Gambetta (Goleta Valley Cycle). Moto one saw Darrel Anderson (Van Nuys Cycle Yam) take the holeshot with Kirk Sturgeon (Hon) in second and Gambetta third. But with strong riding Gambetta was able to pull into the lead with Anderson falling into second and Jim Jackson (Bill Robertson Hon) going to third. But with a strong push Andy Segale (Goleta Valley Cycle Mai) was able to move into second place by the end of the moto.

Moto two was a repeat of the first moto for Gambetta as he settled into first with Pete Snorteland (Hon) in second and third again going to Jackson. The overall for the day went to Gambetta with Jackson taking second and third going to Joe Suebert (Suz).

The 125cc Pro race looked like it was all John Whelchel (U.S. Suzuki) as he took the first moto win, but due to bike problems in the second moto he had to settle for second with the overall win going to Dave Baker (Oxnard Suz) and third going to Ed Spafford (Simi Yamaha).

Results

60cc INTER:: Marty Rickard (Suz).

MINI JR: 1. Eddie Hicks (Suz); 2. Bobby Simons (Yam); 3. Richie James (Yam).

MINI INTER: 1. Pat Galan (Suz); 2. Terry Hampton (Suz); 3. John Hemme (Suz).

100 BEG: 1. Dave Kelfer (Yam); 2. Donna Gilio (Suz).

100 JR: 1. Chuck Perry, Jr. (Suz); 2. Chip Harris (Suz); 3. Jim Boyd (Suz).

100 INTER: 1. John Langhammer (Yam); 2. Chris McCauley (Suz); 3. Dave Calais (Suz).

100 EXPERT: 1. Allen Hopper (Yam); 2. Jim Coffey (Yam).

125 BEG: Jerry Richert (Yam).

125 JR DIV I: 1. Mike Drulki (Yam); 2. Mark Chikasawa (Yam); 3. Brad Patuen (Yam).

125 JR DIV 2: 1. Mike Osanbaug (Yam); 2. Jeff Spencer (Suz); 3. Bernie Condon (Yam).

125 INTER: 1. Mark Moscrop (Yam); 2. Tom McAllister (Yam); 3. John Langhammer (Yam).

125 PRO: 1. David Baker (Yam); 2. John Whechel (Suz); 3. Ed Spafford (Yam).

250 BEG: Mike McCurry (Yam).

250 JR: 1. Peter Whitwal (Hus); 2. Steve Ryckabush (Hon); 3. Jim Landgren (Yam).

250 INT: 1. Tony Walker (Yam); 2. Bob Schultz (Yam); 3. Steve Shover (Can-Am).

250 PRO: 1. Mark Gambetta (Mai); 2. Jim Jackson (Hon); 3. Joe Suebert (Suz).

OPEN JR: Jeff Acker

OPEN INTER: 1. Bob Arellann (Mon); 2. Don Durrer (Yam); 3. Don Gossett (Suz).

OPEN PRO: 1. Hal Strauss (Mai); 2. Steve Rawson (Mai); 3. Mark White (Hus).

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Mark Parkerson won the division one of CMC 250cc Intermediates.

300 thrive on CMC Golden State Series Sportsman day #3

By Brian George

VALENCIA, CA, JAN. 20

Over 300 Juniors and Intermediates converged upon the International track at Indian Dunes for the third Saturday sportsman round of the 1979 CMC/Suzuki Golden State Series, and the rough sands of the Dunes left many hard-track riders rubber-armed by the end of the day.

Almost 60 125cc Intermediates were split up into three divisions to determine the day's top competitors, with each division running two motos. The first 125cc Intermediate detachment was taken by Steve Pfaff, winner of both motos. Zapata Espinoza holeshot the first moto, but Pfaff slipped by on the fourth lap for the win, and the second moto was a wire-to-wire victory for the Garden Grove redhead, followed by Kevin Hopkins and Espinoza.

Division two saw Tom McAllister and Matt Whiting split moto wins, but McAllister's second moto victory over Whiting, who was riding a 100cc which he took the 100cc Expert class earlier on, gave him the overall. Whiting's moto victory was an exciting one that took him from his ninth place start to the lead at the white flag. Brian Holdren picked up third with his 5-3 day.

The smallest division was the third, but the class action was still fierce. Jeff Qualls ran the first moto with a wire-to-wire victory over Eric Baker and Steve Hutchins, but Hutchins took the holeshot the second time and came up with the overall victory over DMG's Randy Ross, who went 4-4, and Qualls, who dropped to seventh. Baker came in 13th the second moto for sixth overall.

Twenty-seven riders were on the gate for each division of 250cc Intermediates. In the first group, Mark Parkerson picked up a well-deserved overall victory with a 2-2 ride. Craig Wessel took the lead early in the first moto and held it to the wire ahead of Parkerson and Jim Cummingham, but the second round found Bob Schulz the winner after slipping around early leader Parkerson and second-overall Wessel.

Division two of the 250cc Intermediates was the most action-packed class of the day. In the first moto Jeff Tracy took the holeshot ahead of Tracy Travis, Mark Page and Mike Foley, and at the end of the lap Kevin Willis and Neil Christman were in the 4-5 slots. Christman gassed it up to second on the very next lap, and in one more he was the new leader. Tom Ross was also on the move, running third after his mid-pack start, and he picked off Jeff Tracy for second on the fourth lap. One lap later Ross was trying to close up on Christman, but as he crested the second jump of the front straight his Honda pitched him off. When the checkers flew it was Christman, Brett Coulson (who came from 11th), Juan Benavidez and Ross.

Moto two saw Christman take the lead on the first lap with Benavidez a close second, Jerry Gordon third, Jay Marcezl fourth and Ross and Coulson 5-6. On the second lap Benavidez was right behind Christman, but got off before he could get around. Four laps later Christman found Benavidez back on his tail, but again Benavidez went down. Finally, on the last lap, Benavidez picked his line, caught Christman, and went by for the win and second overall behind Christman. Coulson moved up to fourth for third overall.

Results

MINI JR: 1. John Blood (Suz); 2. Ken Morton (Suz); 3. Brandon Reyes (Kaw).
MINI INT: 1. Pat Galan (Suz); 2. Rudy Dickinson (Suz); 3. David Berlin (Hon).
MINI EX: 1. Jeff Stanford (Yam); 2. George Holland (Suz); 3. Rick Hemme (Suz).
100 EX: 1. Matt Whiting (Yam).
100 INT: 1. Mike Paulino (Suz); 2. Duke Wright (Yam); 3. Chris McCauley (Suz).
100 JR: 1. Ryan Eide (DG); 2. Randy Johnson (Suz); 3. Tony Serpa (Suz).
125 JR 1: 1. Greg Apostolou (Suz); 2. Scott Manning (Suz); 3. Cooper Wallace (Yam).
125 JR 2: 1. Jeff Burnworth (Suz); 2. Chuck Gunter (Suz); 3. Bill Bogdanavirk (Yam).
125 JR 3: 1. Ken Campbell (Yam); 2. Stan Potter (Yam); 3. Don Peterson (Yam).
125 INT 1: 1. Steve Pfaff (Suz); 2. Kevin Hopkins (Yam); 3. Zapata Espinoza (CBS).
125 INT 2: 1. Tom McAllister (Yam); 2. Matt Whiting (Yam); 3. Bryan Holdren (SOP).
125 INT 3: –. Steve Hutchens (Yam); 2. Randy Ross (DMG); 3. Jeff Qualls (Suz).
250 JR 1: 1. Rik Nielsen (Mai); 2. Greg Apostolou (Hon); 3. John Allen (Mai).
250 JR 2: 1. Michael O'Neal (Suz); 2. Fernando Valencia (Hon); 3. Stephen Hoclapp (MM).
250 INT 1: 1. Mark Parkerson (Hon); 2. Craig Wessel (Hon); 3. Bob Schulz (Yam).
250 INT 2: 1. Neil Christman (Yam); 2. Juan Benavidez (Yam); 3. Brett Coulson (Mai).
500 JR: 1. Tom Walker (Suz); 2. Ron Jones (Hus); 3. Pat Eason (Suz).
500 INT: 1. Greg Smith (Mai); 2. Mark Anderson (Yam); 3. Scott Walker (Suz).
125 EX: 1. John Greenway (Yam); 2. Danny Burtt (Suz); 3. Jim DeGaine (Yam).
250 BEG: 1. Mike Ward (Suz); 2. Kenneth Bradshaw (Hon); 3. Jim Mobley (Yam).
250 NOV: 1. Rick Hanson (Mai); 2. Greg Guinn (Yam); 3. Tom Sawyer (Yam).
250 INT: 1. Frank Cody (Yam); 2. Dennis Wooldridge (Hon); 3. Todd Scheaffer (Suz).
250 PRO: 1. Steve Bauer (Yam); 2. John Greenway (Yam); 3. Wayne Brosle (Yam).
OPEN BEG: 1. Steve Downing (Hus); 2. Paul Harlow (KTM); 3. Mike Van Duyn (Suz).
OPEN NOV: 1. Wayne Lumbattis (Mai); 2. Jeff Francis (Hus); 3. Pat Longfellow (KTM).
OPEN INT: 1. Ron Lawson (Suz); 2. Jerry Ebling (Kaw); 3. Ken Libke (Mai).
HIGH SCHOOL
MINI NOV: 1. Dale Dondel (Kaw); 2. Randy Sheckler (Yam); 3. Ray Wright (Suz).
MINI SR: 1. Randy Fleisher (Suz); 2. Chris Muir (Yam); 3. Jerry Hawkins (Yam).
100 SR: 1. Don Hockett (Hon); 2. Jeff Becker (Hon); 3. Ken McIntire (Hon).
125 NOV: 1. Joe Zoller (Yam); 2. Ron Maletta (Suz); 3. Mark Rizk (Yam).
125 SR: 1. Rick Rogers (Kaw); 2. Ron Rehnquist (Yam); 3. Jeff Camarigg (Suz).
175 INT: 1. Ron Renquist (Yam); 2. Pat Weber (Suz); 3. Jeff Snell (Suz).
250 NOV: 1. Rob Kaschebufski (Hon); 2. Mark Bechel (Hon); 3. Manuel Gaspar (Yam).
250 SR: 1. Ted Hoyt (Yam); 2. Rod Drury (Hon); 3. Don Hockett (Hon).
500 SR: 1. Ted Hoyt (Yam); 2. Dane Wigington; 3. Scott Smith (Yam).

Hagen, Stubblefield grab AME opener at Sprockets Park

By Laura Richard

BAKERSFIELD, CA, JAN. 7

American Motocross Enterprises had quite a good turnout of riders for the opening of the 1979 season at Sprockets Park. Rick Penney (Yam) showed some good strong riding in the 250cc Junior class with back to back wins. He was able to pull the holeshot and the lead with Will Barr (Hon) taking second and third going to Ernie Ballard (Yam). Moto two saw Richard Phillips (Hon) take the holeshot and the lead but after one lap Penney was able to take the lead and keep it for the win.

It was a good day for Open Pro rider Bill Hagen (Sy Klops Mai) as he took the overall win. Moto one saw Darren Oliver (Bakersfield Yam) taking the holeshot followed by Hagen and Wally Koch (Mai). Koch put the pass on Hagen to take second, but Hagen gave it the gas to reclaimed second and went on to claim first place. Moto two saw Hagen with the holeshot with Koch in second and Oliver in third. These three fought it out the entire moto but Hagen was able to hold on for the win and the overall with second going to Koch and Oliver taking third.

Jeff Stubblefield (Valley Cycle Hon) had a fight on his hands in the 250cc Pro class with Mark Bledsoe (Taft Hon) taking the holeshot in the first moto. Stubblefield was working his way through the pack. Bledsoe went out in the fourth lap and Stubblefield was able to take the lead. Bledsoe was able to work himself back into second with third going to Brett Cross (Hon). In moto two, Stubblefield grabbed the lead with Bledsoe in second, Cross in third and this is how it was at the checkered flag. The overall for the day went to Stubblefield with Bledsoe taking second and Cross taking third.

Results

JR CYCLE BEG: Billy Hoffman (Suz).
JR CYCLE JR: 1. Manuel Crumb (Suz); 2. Erik Brown (Suz).
JR CYCLE INT: Marty Rickard (Suz).
MINI JR: 1. Katrina Wallis (Suz); 2. Jim Heister (Yam); 3. Bobby Hoffman (Yam).
MINI INT: James Bennett (K Suz).
MINI EXPERT: Jeff Stanford (Yam).
100 BEG: Ron Goertz (Suz).
100 JR: 1. Chris McCauley (Suz); 2. Jon Kelley (Yam); 3. Ron Thinds (Yam).
100 INT: Bobby Wright (Suz).
100 EX: Allen Hopper (Yam).
125 JR: 1. Paul Hager (Suz); 2. Mike Cervantes (Yam); 3. Steve Noland (Suz).
125 INT: 1. Jay McDonald (Suz); 2. John McCauley (Suz); 3. Bruce Thompson (Suz).
125 PRO: Doug Nicol (Kaw).
250 JR: 1. Rick Penney (Yam); 2. Will Barr (Hon); 3. Richard Phillips (Hon).
250 INT: 1. Mike Yafchak (Yam); 2. Lester Lesneski (Yam).
250 PRO: 1. Jeff Stubblefield (Hon); 2. Mark Bledsoe (Hon); 3. Brett Cross (Hon).
OPEN BEG: 1. Robt Steveson (Yam); 2. Greg Klassen (Yam).
OPEN JR: 1. Mike Cappello (Yam); 2. Paul Cates (Yam); 3. Robert Hixson.
OPEN INTER: 1. Rick Shirey (Hus); 2. Robert Springman (Yam); 3. Don Durrer (Yam).
OPEN PRO: 1. Bill Hagen (Mai); 2. Wally Koch (Mai); 3. Darren Oliver (Yam).

Lewis lassoes Old Timers MX

By Bob Alloy

ORANGE, CA, JAN. 14

With cloudy skies and a threat of rain, over 55 Old Timers braved the elements to race on a tract that even a Sherman tank would have had a hard time negotiating.

The first motos were completed without any rain. But the second series of motos was something else. It began with a light sprinkle in the Amateur and Novices divisions. The race was cut from eight laps to five because of it. In the sixth race the sprinkles had turned into serious showers and the Masters, Senior Experts, and Experts were cut to four laps. This was the final race of the day.

In the Master class, it was Jim Beltineck who took the lead in moto one and he held this until the man with the checkered stopped him. Following closely was Blackie Lewis for the number two and Marshall Jennings for third. Moto two again saw Beltineck take the lead but he lost it to Lewis on the fourth lap. Blackie charged on to win the moto with Beltineck in second and Jennings third.

Senior Expert Chuck Woody had his day as he took a 1-1. Dick Frampton ran away with a 2-2 for the race with Sam Jones taking third in moto one and Richard Lyons taking third in the second moto.

For the Expert division, Ray Sanchez did it once again with a 1-1. Norm Elledge took second in the first moto with Dick Maseley taking third. Moto two saw Ed Scheidler taking the number two spot and Norm Elledge coming in third place.

Seventeen Amateurs were on the starting line for moto one. It was Joe Bray who took the lead and held it for six laps. He lost the lead to Asher Larnkjaer who then took the moto. Asher was followed by Bray, Dan Casson and Gordon Mathieu. Ben Harwell took the holeshot in moto two while Bray took second again, Bob Crandall took third and Mathieu came through for fourth.

Wayne Powell took the holeshot in the Novice division but lost it to Gene Powell who then charged on to win the moto. Myles Addy hung in for the second place, Dan Harris came in third, and fourth and fifth positions were taken by Bob Alloy and Bob Klatt. Moto two began with Myles Addy getting the holeshot but losing it to Gene Powell after three laps. Gene once again carried it to the end. Wayne Powell followed for second, Harris took third again, followed by Bob Alloy and Bob Anderson.

That ended the race, but it didn't end the day. Many Old Timers' trucks and campers were stuck in the "magic mud" of Saddleback. This mud, when it gets wet, turns quickly into glass. Many stayed late into the night trying to dig out.

Results

OLD MASTERS: 1. Blackie Lewis; 2. Jim Beltineck;

CRC's 250cc Pro class provided lots of action.

3. Marshall Jennings.
SR EX: 1. Chuck Woody; 2. Dick Frampton; 3. Don Jensen.
EXPERTS: 1. Ray Sanchez; 2. Norm Elledge; 3. Ed Scheidler.
AMATEURS: 1. Joe Bray; 2. Ben Harwell; 3. Asher Larnkjaer.
NOVICE: 1. Gene Powell; 2. Dan Harris; 3. Bob Alloy.

Stem stunning at CRC Saddleback MX

By Lee Taylor

ORANGE, CA, JAN. 14

When you mix a sudden downpour, Saddleback's unique soil composition and a group of racers, there are only two options. One is absolute bedlam and the other, bravery, cunning and sheer determination. The California Racing Club and Saddleback Park's crew chose the latter when rain disrupted the second series of motos.

As the track announcer urged everyone to move their vehicles out of the park, riders eased themselves off the track, loaded up and with great care maneuvered assorted mini trucks and vans sideways through the mud and down the hills. One problem remained. How to get out of the park? The Saddleback Park crew came up with a brilliant solution: Cut a hole through the fence and shrubbery, halt traffic and escort racers out onto the roadway. At last count, everyone got home.

The 250cc Pros were one of the lucky classes with two uninterrupted motos. Tying things up neatly with a pair of wins was Bob Stem, riding for Yamaha Motor Corporation.

At the start of the first moto Stem led from the line. He had Andy Guth to worry about, however. Guth started oun in fourth and rapidly worked his way into second, closing on Stem and quickly narrowing his lead. In third, Mark Garrison set out after Guth but there was no catching him. By the end of the moto, mere inches separated Guth from Stem and Garrison was firm in third.

By the second moto the rain had started and presented an entirely different track situation. Don Draskovich, riding a new Maico, provided by DMG and Maico, grabbed the holeshot with Steve Jackson riding for Central Cycle Supply pressuring hard. Stem, in third, eased up on Jackson's Honda, pestering him clear around the track until he slipped a wheel under and set out after Draskovich. Guth soon moved into fourth and a tight battle continued for the lead. Garrison, who had been in fifth, moved like lightning and took charge of the number two slot with Jackson holding down third.

When the checkered flag signaled the end, mud-coated and anxious, Stem emerged with top honors, Garrison took home second place loot and third overall went to Guth.

Results

MINI BEG: 1. Michael Finders (Suz); 2. Perry Shields (YZ); 3. Tony Orono (Suz).
100cc BEG: 1. Kelly Bishop (Yam).
125cc BEG: 1. Tim Chapman (Yam); 2. Chris Chapman (Yam); 3. Mike Teague (Yam).
250cc BEG: 1. Bret Hammond (Hus); 2. Perry Crook (Yam); 3. Alan Monisette (Mai).
OPEN BEG: 1. John Pincott (Yam); 2. Gary Ramirez (Yam); 3. Jeff Buckner (Suz).
MINI NOV: 1. Larry Daniel (Yam); 2. Lyle McPherson (Suz); 3. Todd Campbell (Yam).
100cc NOV: 1. Kirk Williams (Yam); 2. Jerry Anker (Yam); 3. Danny Casson (Yam).
125cc NOV: 1. Mitch Bell (Suz); 2. Les Hays (Yam); 3. Marc Johnson (Suz).
250cc NOV: 1. Jeff Prieus (Hon); 2. Graig Wenner (Suz); 3. Tim Fisher (Hon).
OPEN NOV: 1. John Knodsen (Yam); 2. Leo Green (Yam); 3. Pat Traylor (Yam).
MINI INT: 1. Tracy Meeks (Suz); 2. Chris Gables (Yam); 3. Bruce Bunch (Yam).
100cc INT: 1. Tony Barbacovi (Yam); 2. Manuel Dauber (Yam).
125cc INT: 1. Trov Hall (Suz); 2. Ken Alford (Suz); 3. Mark Larnkjaer (Suz).
250cc INT: 1. Jim Rose (Hon); 2. Mike Price (Yam); 3. Steve Chandler (Yam).
OPEN INT: 1. Art McClain (Suz); 2. Eric Swan (Yam); 3. Doug Van Duzen (Mai).
MINI EX: 1. Chris Morry (Suz); 2. Sam Storer (Kaw); 3. Don Best, Jr. (Yam).
100cc EX: 1. Don Best, Jr. (Yam).
250cc PRO: 1. Bob Stem (Yam); 2. Mark Garrison (Hon); 3. Andy Guth (Hon).
OPEN PRO: 1. Greg Draskovich (DMG); 2. Mark Brooks (Mai); 3. Joe D. Price (Yam).
CRC VETS: 1. Jim Fitzpatrick (Suz); 2. Jim Mort (KTM); 3. Dan Davis (Suz).
INT: 1. Rick Watson (KTM); 2. Asker Larnkjaer (Suz); 3. Dan Sanchez.
SR: 1. John Wilson (Yam); 2. Bill Burkhart (Mai); 3. Richard Hampton (Mai).

Ellis, Burtt top DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, JAN. 21

Fullerton Yamaha's Mark Ellis demonstrated surprising command in the 250cc Pro class at DeAnza Cycle Park. In the first moto, he started off in dead last place and went wild, passing every rider and securing the lead in the third lap. Once in front, Ellis quickly established a strong lead and set an easy pace for himself for the rest of the race. Husky's desert ace Larry Roeseler passed Mark Bottorff (Yam) on the fourth lap for second place and soon also disappeared from the rest of the pack. The order remained constant with Ellis and Roeseler way out in front for

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(Above) CMC double winner Mike Tripes chases Chris Chaffee. (Below) Dale Ream (27) inside of DeAnza 250cc Novice winner Robert Robertson.

the rest of the race, but in the last laps, Bottorff lost third place to Tim Richardson.

The second moto was another one-man-show for Ellis. He was on top every lap and finished with an impressive lead. Roeseler once again crossed the line in second ahead of Richardson, Chris Tarvin (Hon) and Bottorff.

It wasn't quite so one-sided in the 125cc Pro class. Ellis was riding the class on a bike loaned to him by his sponsors at Fullerton Yamaha and he knew that Danny Burtt of Redlands Suzuki would be his chief competition. In moto one Ellis shot off the line with Burtt in hot pursuit. John Silva (Suz) came out of the hole in sixth place but was soon knifing his way up to the leaders. By the halfway point, the top three positions were all alone with Ellis still holding on to the lead. They stayed in single file right down to the checkered flag where the order read Ellis, Burtt, Silva, Rick Barrow (Yam) and Scott Quick (Suz).

In round two, Burtt was sure he didn't want to take second again. So sure, in fact, that he grabbed the holeshot and led the race from beginning to end. Not being one to give up easy, Ellis gave it all he could and was right there with Burtt on every lap. Silva had crashed before he even reached the first turn, but still managed to take third in the overall standings behind Burtt and Ellis.

The 125cc Novice class was another split decision. The first moto went to John Dimmitt and his Yamaha after dicing with Tommy Hodgin (Suz), but round two was taken by Joey Thomas (Suz). Dimmitt still took overall honors, and Thomas' 3-1 score was good enough for second over Hodgin. Other Sportsmen highlights included Robert Robertson's victory in the 250cc Novice class where he battled with Tony Camarena and Dave Gomez.

Results

PEE WEE: 1. Kimberly Robertson (Suz); 2. Dale Smith.
PEE WEE II: 1. Carla Brehm (Yam); 2. Mike Michetti (Hon); 3. John Roncon (Kaw).
MINI BEG: 1. Jason Rincon (Kaw); 2. Joe Rincon (Kaw); 3. Otis Cecil (Kaw).
MINI NOV: 1. Terry Knight (Suz); 2. Robert Mason (Yam); 3. Joe Klaeger (Yam).
MINI INT: 1. Scott Amy (Yam); 2. Eddie Woodburn (Suz).
100 BEG: 1. Cary Hook (Suz); 2. Chad Werner (Yam).
125 BEG: 1. Larry Dimmitt (Yam); 2. Trace DeLeon (Yam); 3. Jim Patterson (Suz).
125 NOV: 1. John Dimmitt (Yam); 2. Joey Thomas (Suz); 3. Tommy Hodgin (Suz).
125 INT: 1. Benny Parks (Suz); 2. Bob Rowell (Suz); 3. Tod Gibboney (Suz).
125 EX: 1. Danny Burtt (Suz); 2. Mark Ellis (Yam); 3. John Silva (Suz).
250 NOV: 1. Robert Robertson (Suz); 2. Tony Camarena (Suz); 3. Dave Gomez (Hon).
250 INT: 1. Robert Ripley (Hon); 2. Ray McNeil (Suz); 3. Mike Price (Yam).
250 EX: 1. Mark Ellis (Yam); 2. Larry Roeseler (Hus); 3. Tim Richardson (Suz).
OPEN NOV: 1. John Knudsen (Yam); 2. Tim Holcombe (Yam); 3. Eddie Michetti (Mai).
OPEN INT: 1. Roy Burton (Suz); 2. Ron Lawson (Suz); 3. Eric Swan (Yam).
OPEN EX: 1. Jim Lowe (Mai); 2. Dave Ohl (Suz); 3. Bob Maxwell (Mai).
SR VETS: 1. Ed Michetti (Mai); 2. G. Anderson (Suz).
BEG VETS: 1. Steve Symanski (Suz); 2. Ray Arnold (Yam).

Tripes takes two at CMC Saddleback MX

By Mike Klinger

ORANGE, CA, JAN. 21

While Continental Moto-sports Club has the Golden State Series in effect, the Saddleback and Carlsbad tracks are still going gung-ho! After the past week's rain, CMC was forced to use the alternate motocross track at Saddleback Park. The change in tracks did not seem to hamper the performance of Mike Tripes aboard his new 1979 Suzukis.

Because of the mild turnout of participants, the 125 and 250cc Pro classes were combined. The first moto saw Luc DeLey pulling the holeshot and quickly putting space between himself and the second place runner, Chris Chaffee (Yam). While DeLey and Chaffee were battling for the top spot in the 250cc Pro category, a good race had developed in the 125cc Pro class only a couple of bikes back. Mike Toycen (Yam) and Tripes were within inches of each other for eight of the 14 laps in the moto. On lap nine, Tripes gave it a little extra and sliced inside of Toycen to take the lead in the 125cc class and now pursued Chaffee and DeLey for the overall lead. With DeLey pulling from the pack, Tripes and Toycen moved past Chaffee to continue their fight for the 125cc honors. At the flag, DeLey picked up an easy victory with Chaffee second. Tripes outlasted Toycen for the 125 moto win.

Moto two was almost a carbon copy of moto one except DeLey was out of the running with mechanical troubles. So, for the record, the final 125cc standings are as follows: first went to Tripes, second to Toycen and third to Joe Bonetti (Suz). The 250cc Pro breakdown was as follows: first to Chaffee, second to Ted Hoyt (Yam), and third place honors to Willie Amarado (Kaw).

The 500cc Pros was a two man battle between Chaffee and Tripes again. In both motos Tripes ran away with the race and the overall monies.

Results

125 PRO: 1. Mike Tripes (Suz); 2. Mike Toycen (Yam); 3. Joe Bonetti (Suz).
250 PRO: 1. Chris Chaffee (Yam); 2. Ted Hoyt (Yam); 3. Willie Amarado (Kaw).
500 PRO: 1. Mike Tripes (Suz); 2. Chris Chaffee (Yam); 3. Bruce Ashmore (Yam).

SRA's "Captain America," Warren Barr, took third in the 250cc race.

Adams accelerates for Open win at SRA GP

By Sue Senn
Photo by Action Photographic

ORANGE, CA, JAN. 14
Saddleback Park played host for the Sportsman Racing Association's New Year grand prix. The start of the 1979 season was held under threatening grey skies that finally turned into a reality.

The Minis started things off, and they rode under a dark cloud of their own. News had reached the young riders that their number one plate holder, Kevin Senn, had been seriously injured in a freak accident before practice.

As the green flag dropped, it was Bellflower Yamaha's Dave Trager with the holeshot. This lead was short lived when International M/C rider Keith Senn, (Kevin's brother) moved his Yamaha out front. On the fourth lap Senn's chain came off and Shannon Shablin took the lead. Trager spun out, quickly recovered and held on for second. When Jimmy Lucere went down on the last lap, it was Tommy Combs who stole the show. He passed a dueling battle between Robbie Smith and Scott Geilenfed to claim third.

The Seniors or entertainers, were the second race of the day. Pila Pattison grabbed the holeshot but Sugar Daddy Deckert was determined to give him a run for his money. Sugar Daddy gave it his best shot and was holding second when true to his reputation (he rides a bit over his head), he overshot a turn, went down an embankment and watched as six of his friends went by.

Now it was Lee Montgomery who was gassing it after Pattison, the "Hawaiian." The big man kept his big lead but commented that if the race had been a little longer, Montgomery might have given him that run for his money.

The 250cc race featured many crowd pleasers including Jerry Booth, 20, who rides under the nickname "Peg-leg." Booth, who lost his right leg in an electrical accident two years ago, is back racing and smoking doors in the Beginner class.

Bruce McDougal, Craig Adams, Skip Blake and Warren Barr led the pack. Blake went down, taking Barr with him. The pair lost precious seconds untangling Blake's jersey from Barr's chain. Roland Wood eased into third as Adams and McDougal changed places. On the third lap, McDougal reclaimed the lead only to give it back on the fourth. The fifth lap, McDougal came down the steep hill and into the home curve alone. (This reporter learned that Adams

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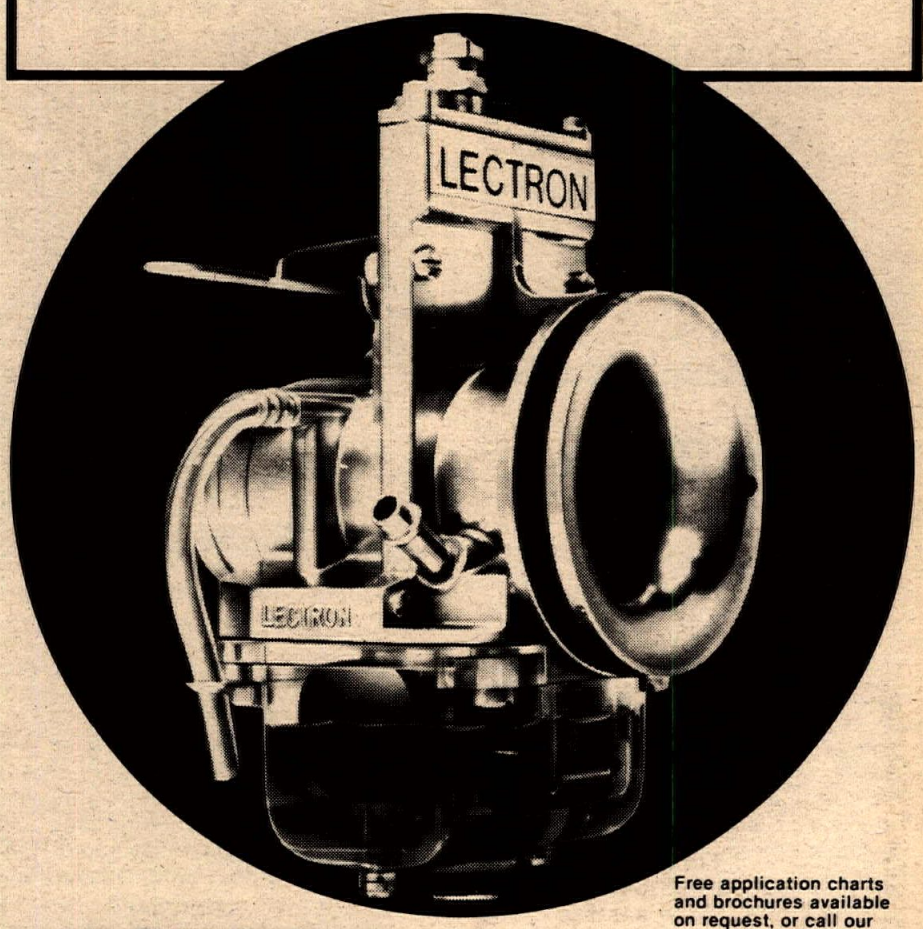

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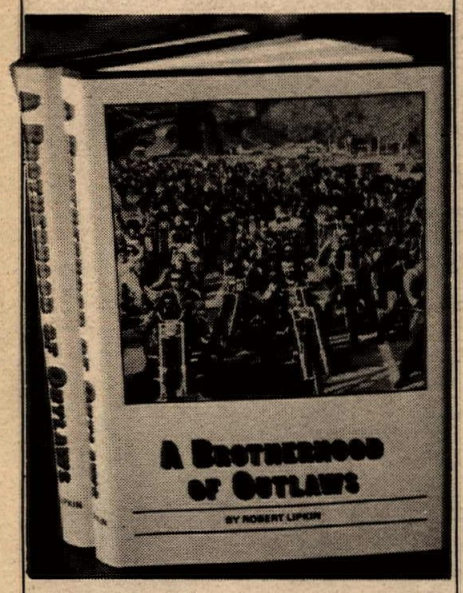

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Speedway rider Brad Oxley topped Racing World's Open Juniors.

had sacrificed the race to aid a downed rider.) At this point, spectators were shocked to see Fullerton Yamaha's Skip Blake and DMG's Warren Barr back in second and third places. Steve Dahle had replaced Wood and was only two seconds behind Barr. Although they couldn't put a dent in McDougal's one minute lead, the trio maintained this impossible pace for the next six minutes and finished only seconds apart.

The 200cc race is always a crowd favorite. Rick Rodgers got the holeshot with Mark MacFarland and George Erl dicing for second. To the crowd's delight, their favorite, the 16-year-old "Mad Russian," Vanya Samarin, had gotten a bad start. Just watching him work his way forward over that terrain, was a thrill not soon to be forgotten. The narrow course wound sharply up and down over steep cliffs with very few straightaways to pass or make up time. Yet, by the second lap, Vanya was in second place and closing on Rodgers. As the young Russian took his Escondido Suzuki in for the win, Rodgers went out with spark plug problems. In the meantime, two riders, Greg Zitterkopf and Robert Pfetzing, seemed to appear out of nowhere to claim second and third.

The Open class finalized the day's events, and it belonged to the Baja class co-winner, Craig Adams from beginning to end. Adams, who aborted his earlier race, received cheers from fans all over the course. The quiet Competition Cycle rider is rapidly earning the reputation as being one of the most courteous riders on the course. Behind Adams, two of his closest friends, Wayne Martin and Keith Fearing were having no problems defending their second and third positions. But Dan Miller, Jim Decker, Jerry Lowell and Roland Dean were trying in vain to stay in front of Skip Blake who was riding his second race of the day. Blake then gassed his Yamaha after Paul Huffman who proved tougher than Blake had hoped for by hanging on to his fourth place.

Now the real race started. Trucks and campers rushed frantically, trying to get out of Saddleback Park before the rain turned everything into sticky, mucky glue. Rumor has it that some didn't make it.

Official results pending.

Siler, Brand win at Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, JAN. 14

The wet weather wipeout of Jan. 7, which caused Racing World to close for the day, got the usual crowd of Racing World riders ready for the Jan. 14 race and a chance to work in their new Christmas MX gear. Although rain spotted this day also the track stayed open until the final track full of moto mud mashers finished off the last race of the day.

Mike Johns claimed to be not feeling well but wanted practice in spite of his infirmity, so he started slow in the first moto for the 250cc Pros and built up steam as he went along. It was Burt Siler who hauled through the holeshot with Craig Davis in hot pursuit. Johns needed more than luck to catch, let alone pass, his opposition but whatever he needed he had it because in six quick laps Johns had overtaken the lead and managed to keep it through the rest of the race for a moto win. Siler held onto the number two position with Davis rounding it out in third.

Second moto for the 250cc Pros and Johns was feeling worse, but figuring to start on top and stay there he copped the holeshot this time and went for the win. Unfortunately his ill body got the best of him and less than halfway through the race he was all but passing out on the track. Siler meanwhile took advantage of Johns' discomfort and made a first lap pass, leaving Johns in second. Johns was able to stay on Siler's heels but Siler stayed out front and won the race giving himself the overall victory. Johns finished number two for the day and Rich Diedrich took home the third place pay.

Cole Bros.-sponsored Rich Brand blazed his way to victory in both motos of the Open Pros. It was Rich who took the holeshot and the five wave of the checkers in both races and pocketed the Maico-made first place money. Bob Root, another Maico man, managed to make it around both tours of the track just behind Brand and went home with the second place for the day with Al Stinebaugh third overall.

Results

OPEN PRO: 1. Richard Brand (Mai); 2. Bob Root (Mai); 3. Al Stinebaugh (Suz).
OPEN INT: 1. Jeff Nickler (Suz).
OPEN JR: 1. Brad Oxley (Yam); 2. Dennis Abbott (Yam); 3. Chuck Jones (Hus).
OPEN BEG: 1. Tim Kane (Yam); 2. Chuck Welch (Suz); 3. Ray Mabeger (Suz).
250 PRO: 1. Burt Siler (Hon); 2. Mike Johns; 3. Rick Diedrich (Bul).
250 INT: 1. Duane Mapes (Mai); 2. Chris Albus (Hon); 3. Chris Fisher (Hon).
250 JR: 1. Steve Cottlell (Suz); 2. Bob Perfeira (Hon); 3. Doug Krisbell (Suz).
250 BEG: 1. Micky Dymond (Kaw); 2. Steve Baumgartrer (Yam); 3. Virgil Delosreyes (Hon).
125 INT: 1. Ron Taylor (Suz).
125 JR: 1. Chip Vogel (Yam); 2. Mark Norton (Suz); 3. Mark Stubbs (Yam).
125 BEG: 1. Jerry Lohr (Suz); 2. Brent Young (Yam); 3. Clay Stphihmaffer (Suz).
100 INT: 1. Louie Soto (Yam).
100 JR: 1. Scott Hewatt (Suz).
100 BEG: 1. Mike Carvjo (Yam); 2. Greg Scott (Yam); 3. Keith Southworth (Yam).
MINI 50: 1. Drago Atanasouski (Suz); 2. Tim Galatioto (Suz).
MINI EX: 1. Doug Dubach (Yam).
MINI INT: 1. Ty Maddux (Suz); 2. Don Turik (Yam); 3. Ian Fitz-Gibbon (Yam).
MINI JR: 1. Scott Hewatt (Kaw); 2. Jason Wagner (Yam).
MINI BEG: 1. Paul Colson (Hon); 2. John Gersjes (Yam); 3. Dave Lawicka (Suz).

Hames takes two out of three at Corona tripleheader

By Elaine Jones
Photo by Dan Mahony/ Wizard Racing Photography

CORONA, CA, JAN. 13

Corona Raceway opened their flat track season with a bang as they held a short track/TT/half mile tripleheader with free Sportsman entries. They hoped to draw about 200 entries and were totally unprepared for the 336 that signed in, even though some riders were turned away it was just too many to handle with a 10:30 p.m. curfew. Racing was far from what everyone would have like but one go 'round was completed before things had to be curtailed and the Pros were able to run all their events. Pete Hames, "The Simi Flash," though still three years away from his AMA Pro license, was the top money winner of the night winning the 250cc Money short track and half mile and picking up third in the Open Money half mile. Eddie Lawson and Wayne Rainey tied for second with Ross Klatt edging out Dennis Briggs for third place honors.

Due to the large turnout of Pros, semis were the order of the night. Three riders transferred directly to the main from each heat with three more taking the cut from the semi.

First to do battle was the 250cc Money short track. It was the largest field of the night with 22. After the heats and semis had narrowed the field, the main event got underway.

Off the line in the main went Scott Podergors with Wayne Rainey and Jay Lewis right on his tail. Hames came from off the pace and took over the lead on the second lap. Rainey locked in behind him and a battle for third was shaping up between Podergors and Ross Klatt. Klatt waited until the last minute but picked up third behind Hames and Rainey.

Dennis Briggs had no trouble topping J.R. Cullinan in the Open Money short track and the match that might have been never happened

Dennis Briggs took two Money classes at Corona's tripleheader.

when Bill Scott was sidelined with mechanical problems.

The TT Money goes saw 14 Pros vie for the dough and semis were not necessary. It was hometown boy Chris Cannon who led the way in the 250cc Money TT. Mike Cordero was off second with Scott Podergors again in the hunt. It took Podergors one lap to dispose of Cordero and pick up second.

Dennis Briggs has always been at home on a TT and Saturday night was no exception. Add Bobby Sanders to the field and you have the making of a good race. Off the line it was Briggs and Sanders in the 1-2 spots with Al Glover third. They were still running 1-2 as they headed into the last lap but Sanders rang into trouble and it cost him two spots as Glover and Mike Minnig moved to fill the gap.

Forty Pros signed up for the half mile goes and heat and semis were back on tap. The 250cc main saw Ross Klatt charge to the head of the pack with Hames in second and Jay Lewis third. Hames did his thing and took over the lead on the second lap while Dylan Neihart moved into the fray in third. From there on out it was the Corona reuglars that led the way with Hames collecting his second big win of the night. Klatt and Neihart picked up the place and show spots.

Nineteen Open Pros were on hand with their sweet sounding Yamahas and as always put on a good show. Eddie Lawson showed them why he holds the track record (22.17) as he exploded into the lead when the flag fell for the main. Hames got off second but Rainey wanted a shot at Lawson and made short work of Hames. Charlie Summers was running well and holding off a charging Rich Volk. Mike Minnig was on the move, first picking off Volk and then Summers. The three front runners settled in trying to find a mistake that never came but things were far from over in the Minnig/Summers/Volk duel. As the white flag came out both Summers and Volk got by Minnig but it was still Lawson, Rainey and Hames at the checkered.

There were many outstanding riders on hand with the Mini classes fielding some very professional, sharp youngsters. Northern riders Billy Eads and Woodrow Rogers did their parents proud in the Amateur division while Roger Thompson, a Corona regular, picked up four wins between the Mini Expert and 125cc classes. ●

Results

SHORT TRACK

MINI NOV: 1. Greg Nelson (Yam); 2. Raymond Garcia (Yam); 3. Danny McDonnell (Suz).

MINI AM: 1. Woodrow Rogers (Yam); 2. Buffy Eads (Yam); 3. Billy Eads (Yam).

MINI EX: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Jimmy Snow (Yam).

125cc NOV: 1. Roger Thompson (Yam); 2. Keith Guthery (Yam); 3. Shane Mills (Yam).

125cc EX: 1. Jimmy Snow (Yam); 2. Rodney Sullivan (Yam); 3. Frank Schoenbacher (Yam).

250cc NOV DIV I: 1. Mike Roach (Yam); 2. Phil Thorstensen (Suz); 3. Rod Rainey (Yam).

250cc NOV DIV II: 1. Jeff Johnson (Yam); 2. Randy Howard (Yam); 3. Mike Taylor (Yam).

250cc AM DIV I: 1. Bruce Windham (Suz); 2. Pat Seigle (Yam); 3. Eddie Drake (Suz).

250cc AM DIV II: 1. Tommy Walton (Yam); 2. Steve Karsten (Yam); 3. Ben Meyer (Yam).

250cc EX DIV I: 1. Jeff Allison (Yam); 2. Steve Polson (Yam); 3. Craig Martin (Hon).

250 EX DIV II: 1. Patrick Coiagne (Suz); 2. Pat Fletcher (Yam); 3. Dylan Neihart (Yam).

OPEN NOV: 1. Orlando Lamboy; 2. Dwayne Locke (Yam); 3. John Gant (Yam).

OPEN AM: 1. Ben Meyer (Yam); 2. Shawn Pettis (Bul); 3. Ray Stafford (Yam).

OPEN EX: 1. Dave Peters (Tri); 2. Joel Windham (Yam); 3. Dennis Briggs (Yam).

250cc MONEY: 1. Pete Hames (Yam); 2. Wayne Rainey (Yam); 3. Ross Klatt (Yam).

OPEN MONEY: 1. Dennis Briggs (Yam); 2. J.R. Cullinan (Tir); 3. Bill Scott (Yam).

TT

MINI NOV: 1. Greg Nelson (Yam); 2. Raymond Garcia (Yam); 3. Richard Fox (Yam).

MINI AM: 1. Woodrow Rogers (Yam); 2. Buffy Eads (Yam); 3. Billy Eads (Yam).

MINI EX: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Jimmy Snow (Yam).

125cc NOV: 1. Keith Guthery (Yam); 2. Jim Thomson (Yam); 3. Joseph West (Yam).

125cc EX: 1. Nick Miniello (Yam); 2. Jimmy Snow (Yam); 3. Dareen Hulbert (Yam).

250cc NOV DIV I: 1. Mike Nix (Yam); 2. Robert Yorba (C-A); 3. Alan James (Suz).

250cc NOV DIV II: 1. Phil Thorstensen (Suz); 2. Marty Gomez (Yam); 3. Gordon Loar (Yam).

250cc AM DIV I: 1. Nick Miniello (Yam); 2. Eddie Drake (Suz); 3. Pat Siegle (Yam).

250cc AM DIV II: 1. Tommy Walton (Yam); 2. James Summers (Yam); 3. Ronnie Garcia (Yam).

250cc EX: 1. Patrick Cougar (Suz); 2. Jeff Allison (Yam); 3. Stan Kinsey (Yam).

OPEN NOV DIV I: 1. Dwayne Locke (Yam); 2. Eddie McKinney (Yam); 3. Orlando Lamboy (Yam).

OPEN NOV DIV II: 1. Mark Coker (Yam); 2. Clyde Dennen, Jr. (Tri); 3. Chris Brady (Yam).

OPEN AM: 1. Clyde Dennen, Jr. (Tri); 2. Steve Eldredge (Tri); 3. Joe Morabito (Yam).

OPEN EX: 1. Dennis Briggs (Yam); 2. Al Glover (Yam); 3. Dave Peters (Tri).

250cc MONEY: 1. Chris Cannon (Yam); 2. Scott Podergors (Yam); 3. Mike Cordero (Yam).

OPEN MONEY: 1. Dennis Briggs (Yam); 2. Al Glover (Yam); 3. Mike Minnig (Yam).

HALF MILE

MINI NOV: 1. Richard Fox (Yam); 2. Mike McDonnell (Suz); 3. Danny McDonnell (Suz).

MINI AM: 1. Woodrow Rogers (Yam); 2. Marc Bowe (Yam); 3. Buffy Eads (Yam).

MINI EX: 1. Craig Burt (Yam); 2. Roger Thompson (Yam); 3. Jimmy Snow (Yam).

125cc NOV: 1. Roger Thompson (Yam); 2. Keith Guthery (Yam); 3. Jim Thomson (Yam).

125cc EX: 1. Rodney Sullivan (Yam); 2. Darren Hulbert (Yam); 3. Jimmy Rosa (Yam).

250cc NOV DIV I: 1. Randy Howard (Yam); 2. Gordon Loar (Yam); 3. Mike Roach (Hon).

250cc NOV DIV II: 1. Jeff Johnson (Yam); 2. Mike Taylor (Yam); 3. Jeff Bell (Yam).

250cc AM DIV I: 1. Bruce Heiland (Yam); 2. Steve Karsten (Yam); 3. Pat Seigle (Yam).

250cc AM DIV II: 1. Tommy Walton (Yam); 2. Ben Meyers (Yam); 3. Eddie Drake (Suz).

250cc EX: 1. Mike Redding (Yam); 2. Ben Meyer (Yam); 3. Barry O'Brien (Yam).

OPEN NOV: 1. Orlando Lamboy (Yam); 2. John Gant (Yam); 3. Chris Brady (Yam).

OPEN AM: 1. Scott Shoup (Yam); 2. Mark Coker (Yam); 3. Dave Stewart (Yam).

OPEN EX DIV I: 1. Charlie Summers (Yam); 2. Dave Peters (Tri); 3. Don Waffle (Yam).

OPEN EX DIV II: 1. Sam Burns (Yam); 2. Steve Oort (Yam); 3. Joel Windham (Yam).

250cc MONEY: 1. Pete Hames (Yam); 2. Ross Klatt (Yam); 3. Dylan Neihart (Yam).

OPEN MONEY: 1. Eddie Lawson (Yam); 2. Wayne Rainey (Yam); 3. Pete Hames (Yam).

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NORTHERN DATELINE

Ken Gray (5) and Dave Ryan exhibit their skills at Cycleland.

Gregson picks up the pace at Gresham Toyota Pro-Series round four

By Action Oz

WOODLAND, WA, JAN. 20

Mark Gregson (LOP) didn't sign up in time for the Oakland Supercross Series opener and that spelled trouble for the locals. The riders who came to fill his boots in the northwest, were quickly reminded of why Mark is riding the National Series in the first place. Gregson's skilled displays took him to wins in both the 125 and 250cc Pro classes. Jimmy Anderson, who rides a Suzuki out of Longview, Washington, has become the premier 125cc rider in the area during Mark's absence.

When the first 125cc Pro riders came to the line they knew that Captain Fast was there. He has a new mechanic in Richard Earle, who has been a very sanitary local rider himself in the past. Richard had the bike ready on the line and Mark casually walked to the machine, pulling on his gloves, lowering his goggles, and dialing on the throttle, just before the gate dropped for the first moto. Because the Open class entry was down they were combined together and another fast guy, by the name of Tim Michletsch (Yam), was first into the turn. Gregson was right there along with Scott Hudson (Suz) and Mark Hambleton (Mai). By lap seven it was still Michletsch on his Open bike in the lead and Rick Smith (Yam) on his 125cc in second. Jim Wiant (Kaw) had worked his way into third and Gregson was running fourth, but third 125. By lap 10 Gregson had shot into the lead and he intended to stay there. Michletsch took the flag first on his Open class Yamaha and Gregson had set the pace for his perfect day with this first moto win in the 125cc class.

The Gresham Toyota Pro-Series is quickly building a reputation for its second moto dramatics.

The second 125cc moto had to be the best race Action Oz has ever seen at Woodland Winter Track. Okay, let's give the moto to Gregson up front. He won it; he earned it; he looked great. But the real race was between Jimmy Anderson, Mike McCormick and Chris Selnes.

Selnes, riding for Hillsboro Suzuki, Moto-X Fox and more, actually beat Gregson in the first turn, but that was it. Mark took over from there and never looked back. Meanwhile Selnes, McCormick and Anderson, in that order became Amtrak without rails. The spectators became waves, rolling back and forth between the woods and the front area so they would not miss out on any of the action. Over the double jumps, through the mud berms, around the front straight they trained. Lap five; and it's still Gregson, Selnes, McCormick and Anderson. Lap 10; it's the same order but the distance between machines is one second. Lap 11; and Anderson makes his move on McCormick, he passes, he falls. The crowd groans, he groans, the photographer groans. He's up but he's passed by Mark Hambleton on his Open class Maico. He's not passed by a 125cc rider, so he holds his position. By quickly remounting his machine he crosses the line for a fourth behind Selnes and McCormick. Everyone migrated to the concession stand after that one to replace the liquid lost while sweating out the action of this super fine display of motocross prowess.

The 250cc Pro class had its usual strong turnout and the quality of racing was as strong as ever, although Gregson again showed the local riders the short way around the dirt surface. He took lines I've not seen him race since returning home from the National circuit. If the other riders studied his lines, I'm sure they will apply them a.s.a.p. Tim Michletsch, who looks to be close to breaking out of the local scene, gave Gregson his closest competition.

Riding a LOP sponsored Yamaha, Mark grabbed the holeshot and never gave it up. Michletsch, riding for Yamaha of McMinnville, maintained second while Randy Wing (Kaw) up from Roseburg, picked up third on the first moto. The second 250cc moto was almost a repeat of the first with Gregson jamming into the first turn and motoring away from the crowd. This time Joe McCormick (Hus) gave chase, as did Phillip Randall (Yam). Steve Pless, who did not finish the first moto, came in second to Gregson for the second moto. Tim Michletsch picked up third.

Michletsch won the Open class on his Yamaha, while Mark Hambleton railed his Maico to a pair of twos.

Thanks, Mark for boosting the racing program this day at the famous Woodland Winter Track.

Results

PEE WEE: 1. Travis Dempsey (Suz); 2. Darren Rogers (Suz); 3. Nicky Blasdel (Suz).

MINI JR: 1. Jamie Munson (Suz); 2. Matt Davidson (Yam); 3. Ron Dykgraat (Yam).

MINI INT: 1. Steve Bye (Yam); 2. Jay Vice (Suz); 3. Sean Leichner (Yam).

MINI EX: 1. Denny Fennell (Yam); 2. Kyle Fast (Suz).

100 JR: 1. Mike Kiemele (Suz); 2. Ted Lind (Suz); 3. Tom Parent (Yam).

100 INT: 1. Gary Harkleroad (Yam); 2. Robby Watilo (Yam); 3. Kyle Fast (Yam).

125 JR: 1. Willie Cates (Suz); 2. Randy Hubbard (Yam); 3. Doug Parkin (Suz).

125 INT: 1. Nick Gott (Suz); 2. Dale Semmler (Yam); 3. Bruce Irwin (Suz).

250 JR: 1. Randy Hubbard (Yam); 2. Steve Horsley (Yam); 3. Mike Farmer (Hon).

250 INT: 1. Eric Schumacher (Suz); 2. Bob Cicerchi (Yam); 3. Bruce Irwin (Suz).

OPEN JR: 1. Roger Knight (Mai); 2. Denny Robbins (Suz); 3. John Broadwater (Yam).

OPEN INT: 1. Bill Whipple (Yam).

30-40: 1. Gary Troglin (KTM(; 2. Gary Bonds (Hon).

O.T. JR: 1. Charles Burchinal (Yam); 2. Robbins Constance (Yam).

O.T. SR: 1. John Semmler (Yam).

125 PRO: 1. Mark Gregson (Suz); 2. Jim Anderson (Suz); 3. Kenny Ney (Suz).

250 PRO: 1. Mark Gregson (Yam); 2. Tim Michletsch (Yam); 3. Darrold Baker (Hon).

OPEN PRO: 1. Tim Michletsch (Yam); 2. Mark Hambleton (Mai); 3. Scott Hudson (Suz).

Gray and Ryan tangle at Cycleland Rough Scrambles

By Sheila Turner
Photos by E. W. Dominie

CHICO, CA, JAN. 21

Rough Scrambles at Cycleland Speedway got underway for the first time this year, after being rained out several times, and the Open Expert race was quite an event. Ken Gray (Yam) of Chico, got the holeshot and he stayed in front for the duration of the race. Mike McAvoy (Yam) of Oroville had second place for a while until Dave Ryan (Yam) of Chico, who fell down on the first lap was able to get under him. Ryan tried to get by Gray but had to settle for second this week. It's usually quite a show between these two riders who have both earned Black Plates for 1979.

In other events, Tommy Seidel (Kaw) of Redding took the lead in the 80cc Mini Novice with Randy Hice (Suz) of Marysville close behind. Hice went down in the third lap, leaving second place to Mark Clark (Yam) of Palermo. Corbetta Toma moved up to third. The riders held these positions until the final 100 yards of the finish. Seidel finished first but Clark went down just before the jump, leaving second place to Toma.

Hot off the line in the 80/100cc Junior/Expert event was Laroy DeLeon (Suz) of Woodland. Steve Mitchell (Yam) of Stockton had to settle for second after finding DeLeon and his bike were tuned in well for the day.

In the 125cc Novice event there were quite a few changes during the eight laps. It was Mark Rockson (Suz) of Palo Cedro in first with Shannon Horton (Yam) of Chico following close behind. Horton took over first in lap two with Junior rider Danny Benson (Suz) of Biggs moving up to third. The third lap saw a few changes with Benson moving up to second, knowing he had to come across first to trophy. Rockson fell back to fourth with Jimmy King (Suz) of Oroville moving into third. In the fifth lap Benson took the lead leaving Horton in second, King in third and Rockson in fourth, all taking home trophies.

Jim Gallihar (Yam) of Oroville was first to the turn in the 250cc Novice event. He held onto it until the fourth lap when Steve Clark (H-D) of Bangor edged by him. Lex Dillman (Hon) of Oroville was in third close behind the leaders. In the last lap coming over the jump to the finish was Clark Gallihan and Dillman. In fourth, not to be undone, was Steve Goss (Suz) of

Corning who passed all three riders to take home the first place trophy.

When the Open Novice got underway it was Lou Simpson (Yam) of Redding in the lead with Tony Zoppi (Suz) of Corning in second. They put on quite a show moving way out in front. In the white flag lap Zoppi was able to edge his way into first and take the checkered flag. Simpson had trouble just before the jump. Losing control, he went down, but managed to get under way and held second at the finish.

The Old Timers and Veterans race was a combined event. Norb Brown (Suz) of Oroville, shot out in front with Gordon Miller (Tri) of Sacramento right behind him. On the second lap Robert Mars (Mai) of Lincoln passed Miller and put the pressures on Brown. Mars gave Brown a tough go which worked for him in the sixth lap when he moved into first leaving Brown in second at the finish.

In the 250cc Junior event it was Tony Patterson (Kaw) of Diamond Springs in the lead and Jim Burbaker (Mai) in second. Coming around in the third lap Bert Wilson (Suz) of Minden, Nevada got around Brubaker and kept going to take first in the fifth lap. Brubaker was able to take second back again from Patterson.

Results

80cc MINI NOV: 1. Tommy Seidel (Kaw); 2. Corbett Toma (Suz).
100cc MINI NOV: 1. Dennis Archuleta (Suz).
80cc JR/EX: 1. Larry DeLeon (Suz).
125 NOV: 1. Shannon Horton (Yam); 2. Jimmy King (Suz); 3. Mark Rockson (Suz).
125cc JR OVERALL: 1. Danny Benson (Suz).
250cc NOV: 1. Steve Goss (Suz); 2. Steve Clark (H-D).
OPEN NOV: 1. Tony Zoppi (Suz); 2. Lou Simpson (Yam).
OLD TIMERS/VET: Ex 1. Robert Mars (Mai); 2. Norb Brown (Suz); Nov 1. Gorden Miller (Tri); 2. Terrence Bridges (Kaw).
250 JR: 1. Bert Wilson (Suz).
OPEN EX: 1. Ken Gray (Yam); 2. Dave Ryan (Yam).

Jorgy smokes the field at Sand Hill

By W. H. Spencer

BRENTWOOD, CA, JAN. 19

This was the first night race of the new Black Plate Series and despite some top motocross talent exhibiting their rough scrambles skills, it was National number 44 winning in the end. Alex Jorgensen started dead last in both his heat race and the main event but in the long run, the flat track and TT specialist out-powered his Jorgy's Can-Am right around the competition for the big win.

Joey Schlag, a former mini-kid scrambler, held the lead and then dropped to second and Dave Wood, who was in third on his new factory sponsored Yamaha, was passed up at the close by Richie Arnaiz.

Aaron Hill held a determined lead over LaRoy Deleon for the 80cc Expert win while Troy Brazoto took the Novice/Junior portion. Jim Hartbauer can't seem to find any good competition in the Old Timers Veteran class and he beat out Richie Jane.

Dave Rodriquez held off Cal Cycle rider Danny Moore for the 125cc Juniors but Moore got a good win in the combined 250/Open class while Jack Stroski got his very first big class win in the Open Novice.

Dave Faria borrowed Scott Link's Maico and took the Open Expert win for the Cycle Gear stores with Gary Johnson in for a fine second on the ND TT 500.

Results

125 NOV: 1. Bill Aguilar (Suz); 2. Wally Luehn (Yam).
80 EX: 1. Aaron Hill (Suz); 2. LaRoy DeLeon (Suz).
80 NOV/JR: 1. Troy Barazoto (Suz).
VET & OT: 1. Jim Hartbauer (Yam); 2. Rich Jane (Yam).
125 JR: 1. Dave Rodriquez (Suz); 2. Danny Moore (Yam).
100 EX: 1. Vance Sherfield (Yam).
250 NOV: 1. Johnny Silva (Yam); 2. Robert Mitchell (C-A).
OPEN NOV: 1. Jack Stroski (Yam).
250 EX: 1. Alex Jorgensen (C-A); 2. Joey Schlag (Mai); 3. Rich Arnaiz (Hon).
250/OPEN JR: 1. Danny Moore (Yam).
OPEN EX: 1. Dave Faria (Mai); 2. Gary Johnson (Yam).

Dirt Diggers North host first Interclub Olympiad

By TT Productions

SACRAMENTO, CA, JAN. 14

Charlie Marshall slipped, slid, and slogged to the overall win at the Interclub Motorcycle Olympiad held by the Dirt Diggers North M.C. at Prairie City O.H.V. Park.

This event pitted two Expert, Junior, and Novice riders in a six man team against other teams sponsored by either their district club or a shop. The idea of gathering the cream of the crop to ride against each other in a team effort had all the makings of a super fun meeting until Mother Nature threw in a sour note. A monsoon type storm swept through northern California and turned the race into a survival test which left most of the teams in shambles.

The rules were simple. Each rider was to compete on one motorcycle with no change of tire tread or engine displacement. A five minute work period prior to each event gave the rider, and only the rider, time to lube his chain and make adjustments before the next race.

The six and one half mile cross country hare scrambles offered lots of water and a few interesting, slippery hills that wound through the rolling back country of the park. Charlie Marshall, riding a Husky for Carmichael Honda was in command of this event until fast-man John Cook, from Professional Cycle Parts, blasted out of the spray and passed Charlie on the white flag lap. Cook's lead was short lived though; he dropped out before the finish, leaving Marshall to cruise home first ahead of Motosport's Steve Coffey.

The drag race was run along the lines of an acceleration, brake test. The object is for a rider to start in a limed box, go as fast as he can to a pylon, turn, and race back to the finish, coming to a complete stop inside the box. Numerous contestants found that wet brakes don't always do the job and had to wrestle their mounts back into the box while still on the clock.

John Cook, back with a vengeance after his cross country disapointment, won the drag race. Steve Coffey was fifth, one place ahead of Charlie Marshall. Charlie's brother Mike, also from Carmichael Honda, picked up points in this one, as did consistent Ed Santin, riding for P.C.P.

A lot of excitement developed before the start of the next series of races, the motocross competition. Two hot shot riders sporting clean, green machines lined up for the start of the Experts race. Brad Lackey, trying to regain his strength after a bout with the flu, and Jim Weinert came out to loosen up and put on an exhibition race.

Olympiad contestants followed Brad into the first turn as Weinert, a victim of starter Bruce Young's hand on the helmet start was left on the line. It took Jim all of one lap to jam his way through traffic, and he and Lackey finally hooked up for a half hour exhibition of how to *fly* over the mud.

Olympiad track conditions were far from ideal. Is that an understatement?

District riders were having their own race a little further back. Charlie Marshall, a former number one motocrosser himself, topped the local talent until John Cook again came up to challenge for the lead. This time he held it to the finish and took the win ahead of Charlie, with brother Mike in third, Steve Coffey fourth and Ed Santin fifth.

Although track conditions were far from ideal, the riders got a chance to ride on a nice, wide circuit with some super jumps that will be part of the motocross track for Hangtown '79.

Brian Stevenson took first place honors in the Novice division. He rides with the National Motorcycle Patrol, a club that spends most of its time administering first aid to riders who have found out that the ground is harder than it looks. It was nice to see them out joining in the fun on this injury free day.

The Dirt Diggers wisely cancelled the last event, a trials, and though the attrition rate for the day was high the points spread among the finishers was close. The Diggers are going to improve on their event, with rule changes that will allow club members and mechanics to work on the bikes to keep their riders in the hunt and make this more of a team effort. These changes, along with an even break from the weatherman, could take the Olympiad another step toward becoming a District 36 classic.

Results

SHOPS
EXPERT: 1. Charlie Marshall (Carmichael Hon.); 2. Steve Coffey (Motosport); 3. Ed Santin (P.C.P.).
JUNIOR: 1. Donny Rich (Karls); 2. Casey Brooks (Carmichael Hon.); 3. Dennis Gregory (Carmichael Hon.).
NOVICE: 1. John Dicula (Karls); 2. Craig Christian (Karls); 3. Willie Lincomfelt (P.C.P.).
CLUBS
EXPERT: 1. Steve Ferroni (Blue Mountain Timber Wolves); 2. Jack Coulombe (Polka Dots); 3. Joe Pyle (Dirt Diggers).
JUNIOR: 1. Dick Parson (Richmond Ramblers); 2. Paul Marino (Ridge Runners); 3. Jeff Billing (Ridge Runners).
NOVICE: 1. Brian Stevenson (National Motorcycle Patrol); 2. Tim Haussman (Sacramento Jammers); 3. Mark Howard (Dirt Diggers), Kevn Oneto (Ridge Runners).

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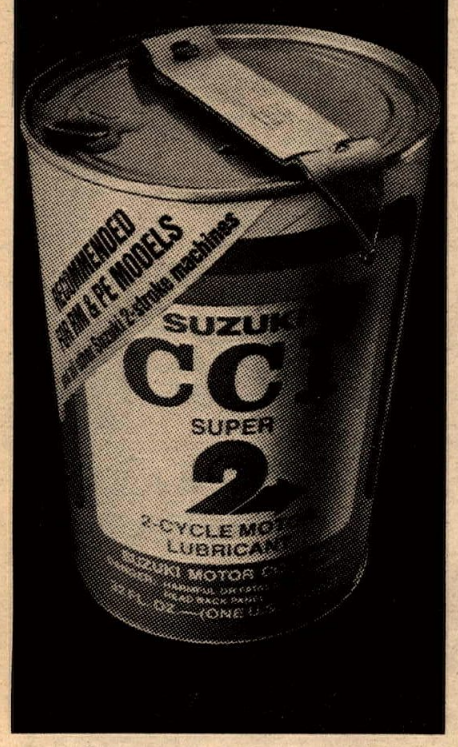

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Central Pipeline

Glaser top Expert at Rio Bravo

By Mike Reilly

HOUSTON, TX, JAN. 14

Today was Rio Bravo's first motocross of the new year and several riders saw their resolutions fulfilled by winning big. Ricky Glaser, powering a pair of Rose-Rich Yamahas, put a double-whammy on the local Expert class contingent and won both the 125cc and 250cc Expert classes, plus a bundle of cash. The 125cc class win was the most dramatic and hard fought as Ricky, Glen Johnson and Kyle Landrum tore at each other in every corner of both 10 lap motos. Glen Johnson (Howard Racing Suzuki) led the early circuits of moto one while Glaser and Kyle Landrum (TCR Suzuki) swapped the second position and hounded Johnson at the same time. Johnson blew a rear shock and slowed down as Landrum moved to the front. As the three rider train headed into the final lap Glaser slipped past Johnson and on the last straight he lit the afterburner and rocketed past Landrum for the win.

In the final moto Johnson and Landrum followed Ricky Glaser into the first turn and again the three hooked up in a high-speed pressure cooker. Glaser made the only serious mistake of the moto when he gave up the lead to Landrum-Johnson after he stalled his bike. In no time Ricky had picked up their draft and, as he had done in the first race, waited until the final lap to out-muscle Johnson and Landrum for the moto win and the overall.

When you're hot, you're hot and by the start of the 250cc Expert class first moto Glaser was cooking. It was Howard Racing Team members Glen Johnson and Mickey Pizzitola who powered their Hondas to the front and outran everyone else, finishing the moto with Pizzitola inches from Johnson's rear fender. Bart Batson (Cycle Shack Husky) battled Ricky Glaser for third as Honda riders Danny Scheffler and Mike Bodenhamer trailed.

In the final deciding race, it was Pizzitola holeshotting for the lead. Johnson appeared on lap two to take it away but he crashed while trying, and as he picked himself up a five rider pack led by Glaser, and including Bodenhamer, Scheffler, Batson and Pat Kahanek, moved around him. As Pizzitola was heading for what looked like an easy victory; Johnson was riding like a man possessed and passed all but Glaser. On the final lap Johnson caught Ricky's Yamaha but he crashed again as the two tangled. Glaser entered a back straightaway to find a furious Pizzitola trying to restart his stalled Honda. Glaser couldn't believe his good fortune and motored away to win the moto and the overall as his 4-1 scores beat all. Mickey restarted to finish third behind Bodenhamer and second overall. Glen Johnson limped across the line behind Batson for fifth in the moto and third overall.

Yamahas were the hot ticket in the Intermediate ranks. Texas Yamaha's Clint Ward picked up two class wins, but it was Yamaha mounted John Pollard who was long gone before the rest of the pack knew what had happened in the first moto of the 125cc Intermediate class contest. Pollard went on to win by a 10 second margin while Clint Ward escaped a dogfight with Hunter Carothers, Keith Kram and Louisiana ace Ben Clemens to finish in second. Ward, a veteran performer who had dominated the class for several months, knew he had to play for keeps in the final race if he was to defeat the youngster Pollard. He went right to work at the start establishing a lead that John simply couldn't whittle down. Ward won the moto and the overall while John Pollard took second overall after losing the final race. Keith Kram, Hunter Carothers, and Terry Yarborough were among the leaders throughout and filled the next finishing positions.

Clint Ward contested the 250cc Intermediate class and collected his second overall victory of the day. This time Ward easily won both motos despite being consistently challenged by teammate Tommy Hudson, Steve Shelburne, and Terry Yarborough.

Former minicycle terror Von Thomas, who practically needs a ladder to mount his RM Suzuki, was tall enough to win the 125cc Novice class following a flag to flag blitz in the final moto. Von's third place finish in the first moto didn't hinder his cause as first moto winner Dwayne Wegmann fell back in the final to third place and second overall.

Bubba West and Frank LeBlue were 1-2 in both motos of the 125cc Beginner class. They put on a great show in the last race, testing each other every turn until West outjumped LeBlue on the final lap to win.

Hunter Carothers, who the competitors call "gutsy" and whose style suggests the ragged edge, was unquestionably fast on his way to the 100cc class victory. Grant Smith won the first moto while Carothers slugged it out with the troops but in the second moto Carothers was the quickest and beat a sluggish Smith for the overall.

The Senior Minicycle event shaped up as a shootout among three of Texas' finest, Darrell White, Sammy Sweet and Chuck Dawson. White, on a Stubb's Cycles RM 80 Suzuki, was simply not in the mood to share either moto as he holeshot and won both races going away. Sammy Sweet broke down in the first moto; Dawson was in the hunt until he mysteriously faded back on the last lap, allowing the Paul York-Bobby Williams battle into second and third. In the final moto, Sweet, on a Yamaha, chased Dawson's Suzuki but neither were able to match White's pace.

Stacy Marek won the Junior Minicycle class but came very close to losing it. Marek passed Rose-Rich Yamaha teammate Warren Dailey on the last lap of the last moto to outpoint new class hotshot Bo Pennley. Marek led Pennley in the first moto until Bo faltered allowing Dailey through at the finish. In moto two Pennley led from the start and though Dailey and Marek pressed, they could not shake him up. Marek's desperate last lap pass succeeded and beat moto winner Pennley for the overall.

Results

MINIBIKE JR: 1. Stacy Marek; 2. Bo Pennley; 3. Warren Dailey; 4. Ray Weeks; 5. Darren Soldi.

MINIBIKE SR: 1. Darrell White; 2. Chuck Dawson; 3. Paul York, Jr.; 4. Bobby Williams; 5. Warren Dailey.

OVER-30 EX: 1. Billy Click; 2. O.B. Shelburne.

OVER-30 JR: 1. Ernie Mitchell; 2. Don Weeks.

100cc: 1. Hunter Carothers; 2. Grant Smith; 3. Rick Ware; 4. Darrell White; 5. Jeff Grayless.

125 BEG: 1. Bubba West; 2. Frank LeBlue; 3. Ken Fregia; 4. Jeff Grayless; 5. Mike Lee.

125 NOV: 1. Von Thomas; 2. Dwayne Wegman; 3. Chuck Heath; 4. Eddie Farinola; 5. Terry Heath.

125 INT: 1. Clint Ward; 2. John Pollard; 3. Keith Kram; 4. Hunter Carothers; 5. Terry Yarborough.

125 EX: 1. Ricky Glaser (Yam); 2. Glen Johnson (Suz); 3. Kyle Landrum (Suz); 4. Keith Caffey (Suz); 5. Larry Bollum (Suz).

250 INT: 1. Clint Ward; 2. Tom Hudson; 3. Steve Shelburne; 4. Terry Yarborough; 5. Paul Beavers.

250 & OPEN EX: 1. Ricky Glaser (Yam); 2. Mickey Pizzitola (Hon); 3. Glen Johnson (Hon); 4. Bart Batson (Hus); 5. Mike Bodenhamer (Hon).

Next week!

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D-37 Senior Division Final Ltwt. I Desert Pt. Standings for 1978 By Ron Hubbard

1. George Zuber	3850
2. Francis A. Christensen	3730
3. Richard Burley	3590
4. Robert Webb	3040
5. Joe Stearns	2190
6. Jim Main	1690
7. Pat Gunther	1400
8. George Stoffel	1360
9. Earl Carpenter	1240
10. Bill Zoller	1240
11. Howard Markham	1220
12. Fred Hawkins	1190
13. Robert Matthews, Jr.	1180
14. John Stewart	1110
15. Curt Mills	1010
16. Peter J. Kapko	910
17. Rick Hammell	870
18. Al Benson	800
19. Jay Sheldon	770
20. Rex Hopkins	760
21. Ron Hubbard	630
22. Raymond C. Williams	620
23. Jack Froelich	600
24. Don Whitehorn	520
25. Ben Latt	500
26. C. V. Greene	500
27. Bob Mc Curnin	490
28. Bill Biscoe	430
29. Earl Roeseler	400
30. Pat Rice	390
31. Edward Phelan	360
32. Jim D. Thompson	350
33. Philip S. Hendry	310
34. Charles H. Morrison	310
35. Wendell Park	300
36. James R. Sers	300
37. Bob Terrazas	290
38. Gilbert A. Pagan	290
39. Samuel E. Gazan	220
40. Dale L. Dorman	200
41. Leonard O. Hammer	200
42. K. J. Campbell	165
43. Bill Findley	110
44. Larry Rundquist	110
45. Mike O'Connell	100
46. William T. Forman	80
47. Tolman F. Geffs	80
48. James Michael Moore	70
49. Leonard D. Tygart	40
50. John Van	20
51. Skip Kolb	20
52. James Harris	20
53. Jay King	10

1978 D-37 Enduro Final Point Standings 250 class By Larry Langley

1. Mike Adams	1110
2. Randy Liebig	1090
3. Dan McKinney	900
4. Mike Godfrey	743
5. Rick Munyon	690
6. Tony Ankersen	686
7. Mave Matus	585
8. Tracy Walters	575
9. Punk Wilson	529
10. Tom DiDomenico	525
11. Evert Kempenaar, Jr.	500
12. Mineshaft	440
13. Lonnie Stefan, Jr.	422
14. Ronald Platt	411
15. T.W. Swets	405
16. Patrick Kanczhzewski	355
17. Ron Cole	355
18. Joel Parker	345
19. David Brown	340
20. Crash Cano	335
21. Butch Nelson	270
22. Carl Adams	260
23. Steve Bailey	245
24. Steven Platt	225
25. Chuck VanDeWeghe	225
26. Terry Nichols	225
27. Gary Chase	219
28. Brian Olson	208
29. William Rigers	195
30. Albert Young	195
31. Ken Cater	163
32. Fred Blanton	162
33. Bart Milanowski	150
34. Michael Shoemaker	141
35. Tom Webb	130
36. Gregory Newland	130
37. Jerry Woodard	125
38. Stuart Lehde	125
39. John Leinb	124
40. Steve Bell	120
41. Curt Clark	113
42. Thomas Klein	110
43. Roger Toubeaux	110
44. Cole Barrymore	101
45. Donald Bay	100
46. Rob Frazier	100
47. Bruce Kessler	90
48. Mike Palhegyi	90
40. Bob Sykes	85
50. Raymond Shaver	84

1978 D-37 Enduro Final Point Standings 200 class By Larry Langley

1. Jay Tullis	1140
2. Jerry Bailey	950
3. Gordon Dixon	879
4. Pete Smith	840
5. Jerry Counts	831
6. Reggie Krong	810
7. Ray Baker	655
8. Don Nelson	580
9. Richard Marque	510
10. Ron Reinholdson	506
11. Ron Woods	461
12. Gary Woodling	460
13. Dennis Sitar	420
14. Roy Watson	390
15. P.G. Miller	340
16. Lyn McClure	330
17. Roger Watson	320
18. Pat Henesey	315
19. Gerald Savelle	290
20. Cliff Stevens	230
21. Tim Elliott	225
22. Bruce North	215
23. Tom Arnold	210
24. Grant Dickson	206
25. Ron Hall	200
26. Kent Fullerton	185
27. Rick Fanthorpe	184
28. Joe Zuniga, Jr.	175
29. Scott McKinney	163
30. Paul Slavik	152

1978 D-37 Enduro Final Point Standings Women's Division By Larry Langley

1. Ann Mennell	600
2. Linda Zierer	440
3. Nancy Snidman	335
4. Helen Ajay	225
5. Pamela Lehmann	200
6. Carrie Watson	150
7. Anne Crawshaw	135
8. Kay Prutsman	130
9. Candy Hand	90
10. Beverly Albanese	90

C.A.T. Deja Vu Trials Phoenix, AZ Jan. 14, 1979

EXPERT	
Tom Foy	Bul
Richard Bowden	Mon
David Deweese	Bul
AMATEUR	
Paul Goble	Bul
John Ruggles	Bul
Harlan Young	Yam
NOVICE	
John Coffey	Bul
Mark Allen	Bul
Tom Fox	Yam
SEMI NOVICE	
George Naidl	—
Kerry Dare	Bul
Arlene Sarver	Yam
SENIOR	
Jack Foy	Mon
JUNIOR	
John Tencer	—
Mark Carter	—
Chrles Naidl	—
BEGINNER	
Joe Bronson	Yam
Bill Cosgrove	Bul
Lee Stallings	Suz

D-37 Senior Division Final Hvywt. Desert Pt. Standings for 1978 By Ron Hubbard

1. Ronald L. Bebo	3910
2. Dick Camp	3760
3. Gus Paull	3300
4. David R. Deichman	2730
5. Lee Elias	2720
6. Bob Perkins	2350
7. Jack L. Kaplan	2325
8. Keith Soesbe	2250
9. Norm Stuart	2240
10. Dick King	2180
11. Tom Zarp	2060
12. Marvin Van Sickle	2060
13. Charles L. Morris	2000
14. Suzuki Art	1970
15. Ron Hubbard	1900
16. John Gaetz	1770
17. Patrick J. Dempsey	1730
18. Robert W. Jones	1720
19. Bob Doig	1625
20. Tom Morgan	1470
21. Wendell Park	1465
22. Harold King	1380
23. Bruce Lewellyn	1280
24. Warren B. Cooper	1280
25. Charles Hermansen	1260
26. Robert Sanders	1260
27. Charlie Goodban	1260
28. Jim Peterson	1245
29. Allen Johnson	1165
30. Alyn Beckstead	1155
31. Bob Steffan	1090
32. K.J. "Bud" Campbell	1050
33. Bob Burch	1040
34. Henry O. Price	1035
35. Bob Delliplaine	1010
36. Robert Stotts	960
37. Allan A. Torkko	905
38. Arthur Knapp	900
39. David L. Kolek	885
40. Edward Farrell	770
41. Lawrence Nicholson	700
42. Don Ogilvie	680
43. Jim Wells	655
44. Neal S. Johnson	655
45. Vern Darland	650
46. Kenneth L. Summers	650
47. John S. Watkins, Jr.	650
48. Ron Surbek	600
49. Terrill G. Cotton	520
50. Rocky Schmidt	485
51. Lowell Goltra	470
52. Bob McClelland	460
53. Charles E. Walters	440
54. Ramon Lowe	430
55. Patrick Molloy	395
56. Al Wilkerson	390
57. Noel Cobbs	355
58. Cary R.M. Decker	355
59. Wiley Vaughn	350
60. Tom Estep	340
61. Albert E. Smith	330
62. Mike Hinshaw	32;
63. Wayne H. Lumbattis	310
64. Robert H. Morris	310
65. Marty Reider	290
66. Robert A. Anderson	290
67. Dave Call	290
68. Virgil French	285
69. John C. Ahern	280
70. John Hagey	265
71. Bruce Dresser	265
72. Buddy Richard Conner	260
73. Jack D. Overhold	245
74. Ray Bierman	240
75. Lauren J. Tuohino	240
76. Tom Schell, Sr.	240
77. Alvin Hall	220
78. M. S. Dyott	220
79. Ran Hooper	215
80. Larry Patterson	210
81. Dick Graham	200
82. Robert Jackson	200
83. T. R. Sisson	195
84. Bob Midkiff	190
85. Larry H. Reed	185
86. Robert I. Morefield	180
87. Jim Collister	160
88. Joe L. Bilotta	150
89. Gordon Schmid	150
90. Clifford C. Ograin	150
91. Leonard D. Tygart	150
92. Ken Guio	140
93. R. L. Rumbarger	130
94. Clint Swafford	110
95. Paul Wengren	110
96. William E. STaley	110
97. John Magarro	100
98. Dick Milburn	100
99. Dave Megla	90
100. Leo Marchand	90
101. Norm Gorgone	90
102. Edward Homa	90
103. Lavern Garton	80
104. Larry L. Logan	75
105. J. J. Paiement	75
106. John H. Bollinger	75
107. Jack Frobisher	75
108. Harold Waddell	75
109. Fred T. Kiessling	75
110. Don Forman	70
111. Roy Bonham	70
112. Ray R. Mark	65
113. Dick Clapp	65
114. Jim Williamson	65
115. Donald R. Duncan	60
116. Lowell Musick	60
117. Gregg Pietak	50
118. Robert F. Higgins	50
119. Glenn E. Wilburt	45
120. B. Biazazz	40
121. Tolman F. Geffs	40
122. Thomas O. Walters	28
123. Lewis B. Coon, Jr.	20
124. Anthony F. Wolcott	20
125. Ray G. Hodge	8

District 38 Final Point Standings Desert Open Class

1. Roger Adsit	2220
2. Claude Maynard	2130
3. Pat Flanagan	1665
4. Charles Welk	1520
5. Jim Valov	1432
6. Jim Ribley	1360
7. Kirk Kontilis	1345
8. Randy Hollenbeck	1105
9. Pete Pasquariello	879
10. Harry Brattin	874
11. Bobby Galloway	865
12. Joe Finger	856
13. Tom Scringeour	790
14. Wade Cottrell	630
15. James Roiger	597
16. Les Wolf, Jr.	555
17. Mike Assof	530
18. Bill Wheeler	524
19. Bill Silverthorn	513
20. Leon Livingston	510
21. Joe Clymore	499
22. Allen Blevens	493
23. Dennis Stevens	457
24. Larry Hastin	455
25. Douglas MacKenzie	397

Desert 250cc class

1. Greg Meyers	2270
2. Geroge Durivage	1650
3. Paul Eddy	1475
4. Brad Fenton	1295
5. David Grinstein	1235
6. Gordon Clark	1183
7. Bob Morton	1195
8. Michael Sterns	1157
9. Paul Ahrens	1000
10. Tim Martin	958
11. Ric Secor	910
12. Robert Morris	665
13. Bob Falkenberg	595
14. Daniel Dibb	590
15. Mike Gibbons	575
16. Romie Taylor	570
17. Ron Kephart	563
18. Barry Jones	535
19. Wade Cottrell	511
20. Mort Maynard	430
21. Drew Pairang	420
22. Randall Farrar	410
23. Mark Berger	375
24. Scott Douglas	370
25. Greg Poole	370

125 Class

1. Don Mathews	2430
2. Kevin Graves	2140
3. Don Seay, Jr.	1745
4. Harold Rinard	1170
5. Andy Foster	1120
6. Ed Lynch	970
7. Sandra Anthony	960
8. Marty Koenig	950
9. Gary Baily	910
10. Ron Laffranchi	805
11. Steve Kephart	700
12. William Cook	680
13. Glenn Madden	640
14. John McFadden	610
15. Lance Lussenden	550

1978 D-37 Enduro Final Point Standings Senior class By Larry Langley

1. Harry Keast	1200
2. Tom Getzfrid	900
3. Curt Horst	790
4. Ron Glaslow	780
5. J.T. Clark	740
6. Ted Johnson	670
7. David Baker	665
8. Ed Mazenko	647
9. Roy Sheridan	585
10. R. B. Knapp	579
11. Chuck Adkins	535
12. Ken Kewis, Sr.	520
13. Ronald Fry	510
14. Sam Strong	450
15. Dick Chase	422
16. Bob Steffan	405
17. Neal Keith	405
18. L. Dave Evans	394
19. Bob Ashlock	383
20. Erick Lehmann	380
21. Bill Greene	366
22. Earl Wilson	360
23. Bud Goosen	338
24. Wayne King	330
25. Donald Litton	305
26. Ed Farrell	287
27. Howard Markham	265
28. Walt Harper	260
29. Jim Meskimen	245
30. Harold Holsted	236
31. Phil Marsik	231
32. Jack Woods	215
33. William Miller	200
34. George Suttles	200
35. William Deeter	180
36. Ed Williamson	180
37. Walt Bell	180
38. Don Merritt	170
39. E.D. Austin	165
40. Keith Marshall	160
41. William Staley	160
42. Mike Waters	150
43. Tom King	146
44. Ted Viers	145
45. Edmond Chombeau	145
46. Joseph Shepard	140
47. Bill Burton	135
48. Harold Mitchell	130
49. Stanley Baldwin	49
50. Paul Green	120

1978 D-37 Enduro Final Point Standings Open class By Larry Langley

1. Ken Lewis, Jr.	1080
2. Mark Heacox	878
3. Mike Wyrick	848
4. Tom Webb	710
5. Jon Stillman	670
6. Fred Hayes	614
7. Chess Gaver	605
8. Richard Watters	595
9. Larry Woodruff	595
10. Grant Palenske	590
11. Lindsey Pickens	550
12. Mike Butler, Jr.	550
13. Larry Langley	546
14. John Townsend	506
15. Garner Palenske	440
16. Sam Orrick	428
17. Ed Lenk	410
18. Randy Chamberlin	405
19. Dick Harris	380
20. Mike Sterling	371
21. Gerald Urban	343
22. Jerry Owen	343
23. David Rogers	340
24. Jim Townsend	329
25. A.C. Bakken	300
26. Patrick Souza	298
27. Thomas Whitmer	285
28. Robert Brooks	275
29. Scott McKenzie	268
30. Carl Aastrom	262
31. Jim Ingersoll	259
32. Clyde Litton	255
33. Patrick Stoll	245
34. Jim Watson	245
35. Ken Markling	240
36. Clyde Litton	236
37. Ron Bishop	235
38. Jim Broomfield	235
39. David Keitt	218
40. Robert Mennell	214
41. Gary Hickman	207
42. Dennis Perrin	205
43. Mark Rosendahl	193
44. Doug Clark	180
45. Terry Marchiando	180
46. Wayne Stanfield	180
47. Jay Weaver	175
48. Ron Alves	169
49. Robert Mesecher	165
50. Charles Lanzi	153

D-37 Senior Division Final Desert Club Pt. Standings for 1978 By Ron Hubbard

1. Invaders M.C.	15950
2. Desert M.C.	14745
3. Shamrock M.C.	14560
4. 100's M.C.	13615
5. Checkers M.C.	13250
6. Rovers M.C.	11135
7. So. Cal. M.C.	9850
8. Desert Vipers M.C.	9540
9. Masterlinks M.C.	9005
10. Sled Riders M.C.	8490
11. H.B. M.C.	5800
12. Dirtfliers M.C.	4655
13. Four Aces M.C.	4475
14. Desert Foxes M.C.	4180
15. Viewfinders M.C.	3870
16. Spoke Benders M.C.	2795
17. Desert Donkeys M.C.	2740
18. Desert Rats M.C.	2695
19. Cactus Cats M.C.	2570
20. Prospectors M.C.	2240
21. Desert Knights M.C.	2060
22. Maywood M.C.	2040
23. Lost Coyotes M.C.	1603
24. Dusters M.C.	1435
25. Raceway Cycle	1390
26. Simi Valley M.C.	1250
27. Anaheim Hi-Siders	1220
28. Stump Jumpers M.C.	1220
29. Sodbusters M.C.	990
30. S.G.V. M.C.	980
31. S.B. M.C.	910
32. Brush Busters M.C.	905
33. Badgers M.C.	850
34. Zebras M.C.	680
35. Buzzards M.C.	600
36. Desert Raiders M.C.	570
37. Latrodectus Mactans	468
38. Side Hack Assoc.	420
39. Pack Rats M.C.	370
40. S.B. M.C.	360
41. Barbarians M.C.	320
42. Old Timers M.C.	290
43. Half Fast M.C.	250
44. Prairie Dogs M.C.	240
45. Jackrabbits M.C.	150
46. Soreheads M.C.	150
47. P.V.D.R. M.C.	110
48. Bench Racers M.C.	80

Emerald Racing Assoc. Motocross Eugene, OR Jan. 21, 1979 By Angie Campbell

PEE WEE	
Jim Rosenberg	Suz
Daren Fleming	Suz
Jeff Gunderson	Suz
MINI NOV	
Scott Adair	Suz
Rick Gudnerson	Suz
Jim Kragness	Yam
MINI INT	
Mike Miller	Suz
100 NOV	
Mark Larsen	Suz
Scott Olsen	Yam
Greg Freese	Yam
100 INT	
Brian Mode	Yam
125 NOV	
Jeff Toedtemier	Suz
bob Schneider	Yam
Roger Merritt	Suz
125 INT	
Guy Toedtemier	Suz
Wayne Church	Yam
Brian Mode	Yam
250 NOV	
Art Claassen	Suz
Richard Moore	Bul
Ben Grable	Suz
250 INT	
Mike Sommerville	Yam
OPEN INT	
Dale Edwards	Yam
Robert Hansen	Suz
30-40	
Harvey Williams	Hon
Art Claassen	Suz
Lee Freese	Yam
125 PRO	
Skeet Hise	Suz
Steve Williams	Suz
Jim Wiant	Kaw
250 PRO	
Randy Wing	Kaw

Pro-Am Racing Assoc. 1978 Total Points Winners Tigard, OR Jan. 17, 1979

PEE WEE
1. Darren Rogers
2. Nicky Blasdell
3. Jamie Munson
4. Brad Jeffery
5. Darron Flemming

NOVICE
1. John Semmler
2. Joe Knight
3. Kenny Miller
4. Craig Boyle
5. Larry Ward

SENIOR
1. Ray Shanafelt
2. Bill Naylor
3. Jim Lampkin
4. Jack Yamanaka
5. Dave Skokan

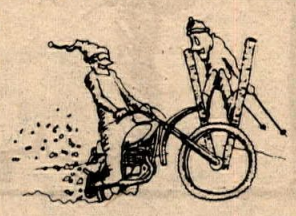
INTERMEDIATE
1. Clarence Gardner
2. Robby Watilo
3. Craig Lambert
4. Terry Baker
5. Dale Semmler

EXPERT
1. Jack McGill
2. Larry Ward
3. Craig Lambert
4. Chad Jeffery
5. Don Gores

PRO
1. Mike McCormick
2. Tim Michlitsch
3. Jim Anderson
4. Skeet Hise
5. Kelly Whelchel

Pro-Am Racing Assoc Woodland Winter Track, Woodland, WA Jan. 13, 1979 By E. McCormick/ Action Oz

PEE WEE	
Nicky Blasdell	Suz
Darren Rogers	Suz
Mike Allen	Yam
MINI JR	
Ron DyKroff	Yam
Larry Ward	Kaw
Chip Stark	Yam
MINI INT	
Sean Leichner	Yam
Bud Dilday	Suz
MINI EX	
Craig Lambert	Yam
Jack McGill	Yam
Denny Fennell	Yam
100 JR	
Mike Kiemele	Suz
Ted Lind	Suz
Kenny Miller	Yam
100 INT	
Robby Watilo	Yam
Gary Harkleroad	Yam
125 JR	
Dave Hettiga	Yam
Eric Cothrell	Yam
Randy Hubbard	Yam
125 INT	
Marlan Hall	Suz
Dale Semmler	Yam
Tom Lampkin	Yam
250 JR	
John Taylor	Yam
Randy Hubbard	Yam
Charlie Witt	Kaw
250 INT	
Curtis Kerbaugh	Hon
Tim Handy	Hon
Eric Schumacher	Suz
OPEN JR	
Roger Knight	Mai
Mike Perry	Mai
John Semmler	Yam
OPEN INT	
Bill Whipple	Yam
Rob Ohge	Mai
Joe Knight	Hus
30-40 JR	
Dave Penbrook	Kaw
OLD TIMERS	
Bill Naylor	Yam
John Semmler	Yam
Jack Yamanaka	Yam
125 PRO	
Mike McCormike	Yam
Cris Selnes	Suz
Ron Wooding	Yam,
250 PRO	
Mark Gregson	Hon
Ron Sun	Hus
Kelly Whelchel	Hon



TROPHY PICKUP

Huntington Beach M/C trophies can be picked up by calling (714) 989-5920 or (805) 251-4809 after 5:30 p.m. (4)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

the continuing adventures of

Motocross Cat

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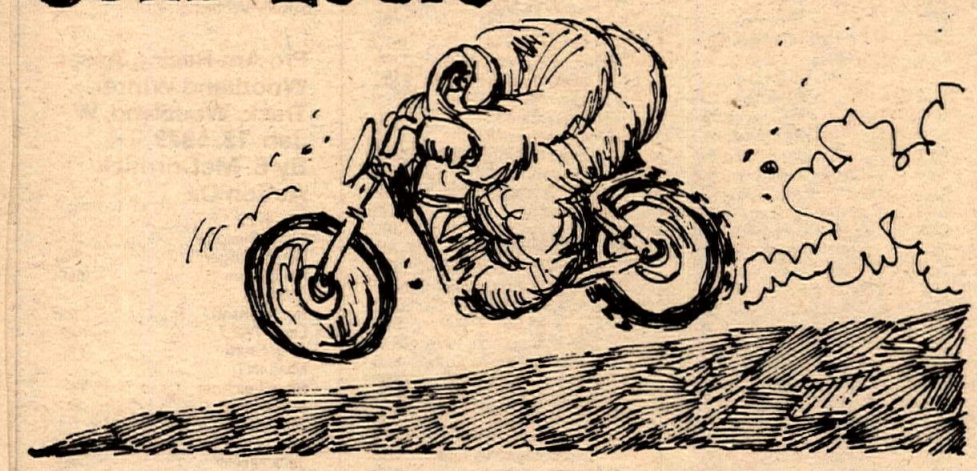
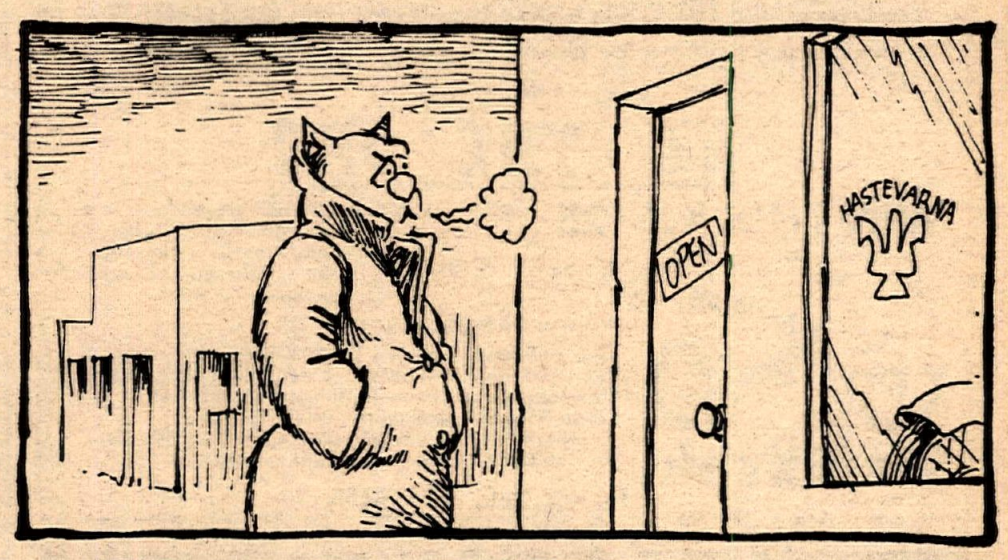
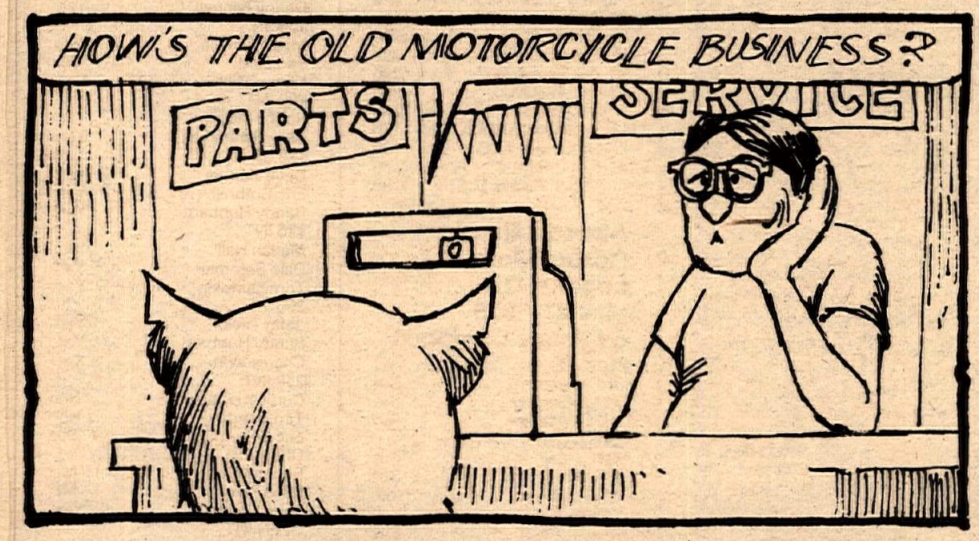
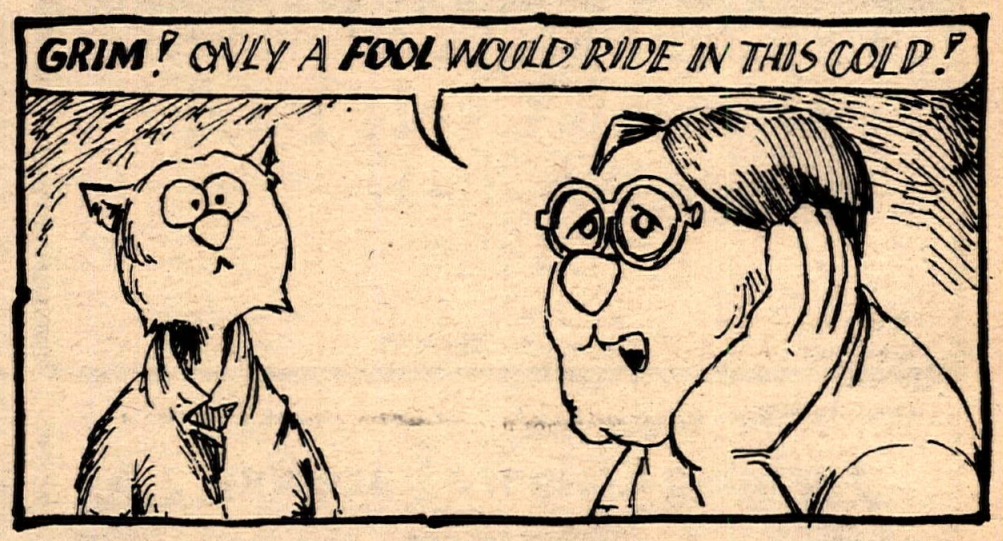
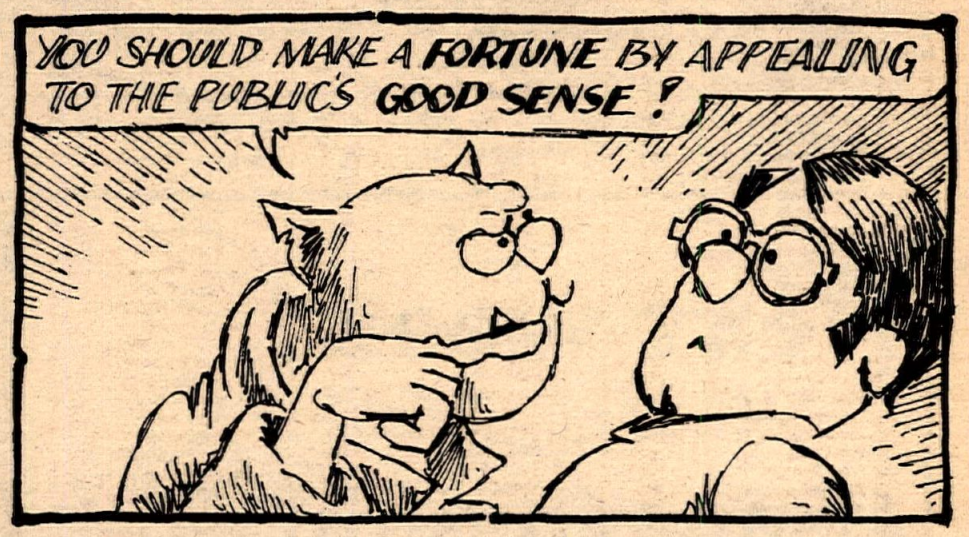
COLD LOGIC

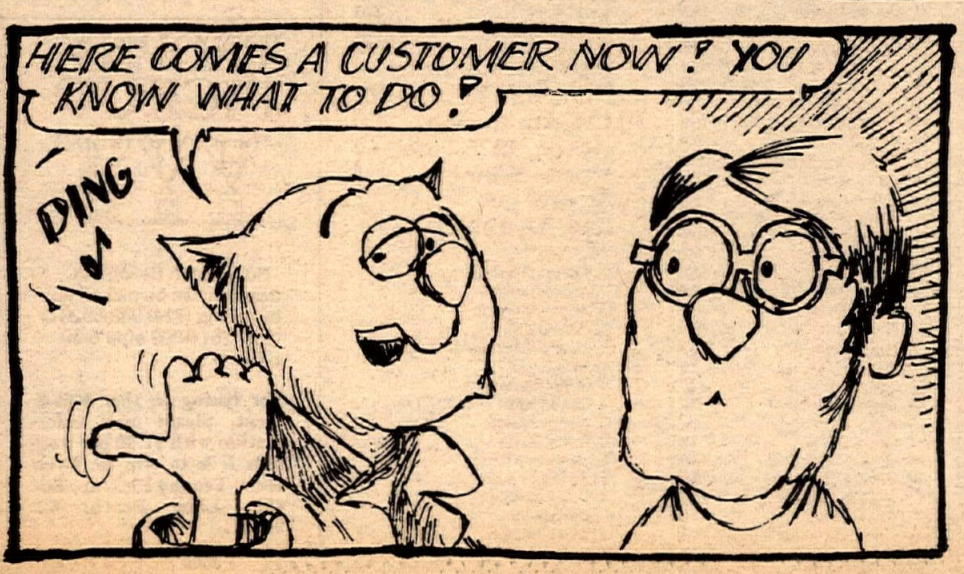


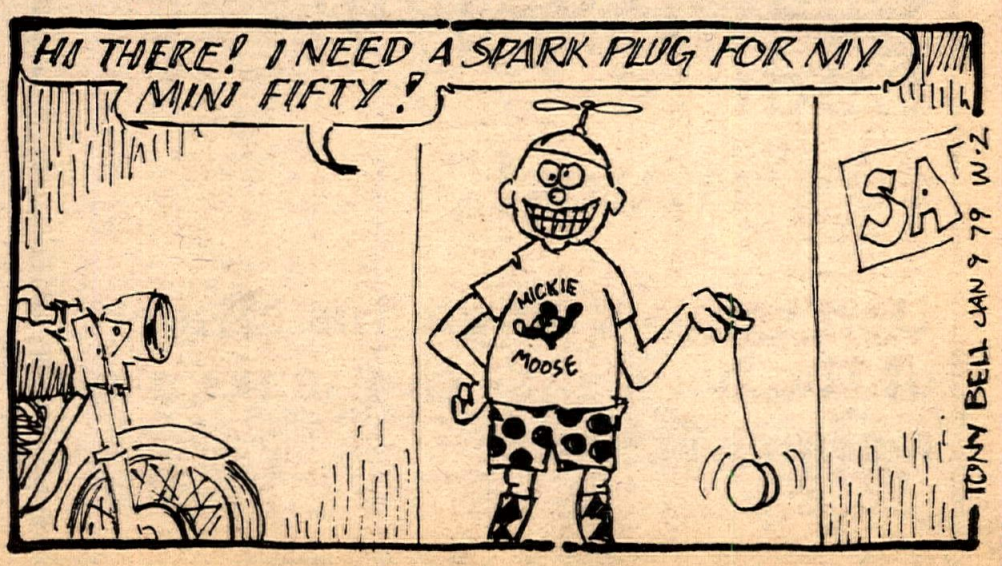




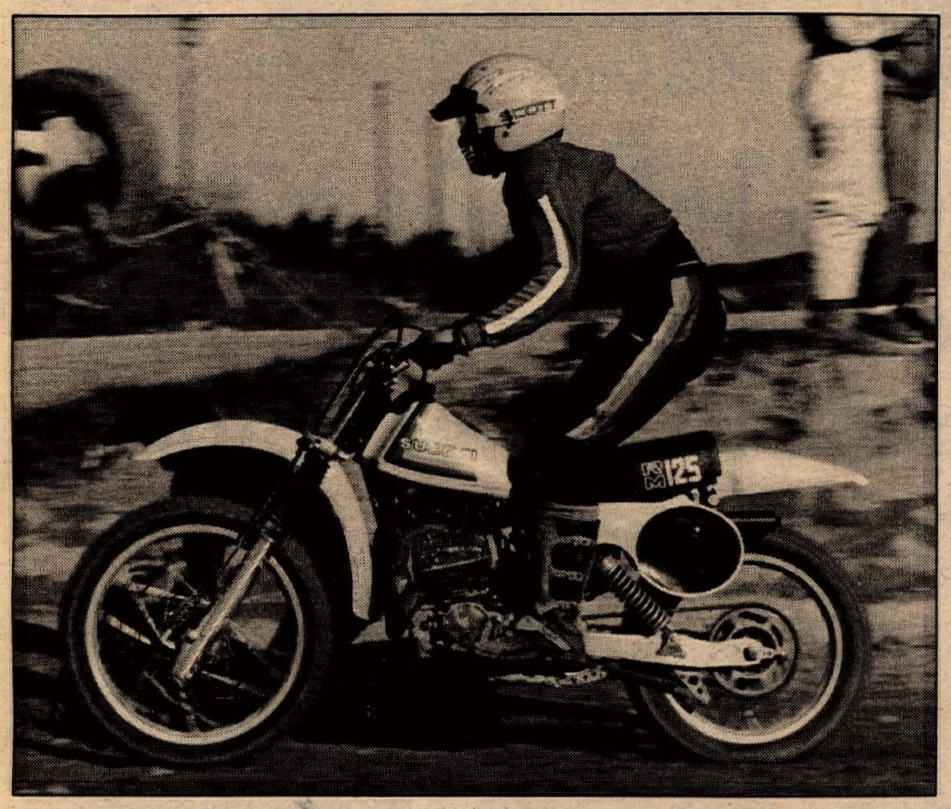








THE LATEST POOP BY PAPA WEALEY



Editors from most motorcycling publications joined U.S. Suzuki's fifth annual Editors' Mini-MX, Suzuki's introduction bash for their new RM125N model. *Motorcyclist* magazine's Rich Cox demonstrates. Photo by Suzie Mann.

"Motorcycling has always been a dangerous way to travel," said Joan Claybrook administrator of the National Highway Traffic Safety Administration, in a Jan. 11 press conference promoting helmet legislation. A full report on the issue will appear in next week's *Cycle News/West*.

An American Motorcyclist Association comment on the NHTSA/Claybrook conference, also next week in *CN/W*, includes a few facts left out by the NHTSA. For example, the NHTSA's own publication FARS shows that nine of the worst 10 fatality rates were in helmet states, and the lowest fatality rate in 1977 was a helmet-repeal state. AMA also offers a sensible interpretation of the NHTSA's studies and statistics. Needless to say, it differs greatly from "St. Joan's."

Kenny Roberts, Brad Lackey, Steve Eklund and track builder Harold Murrell received awards Jan. 20 at the Northern California Motorsport Press Association annual banquet at San Francisco's Presidio Officers' Club. Roberts and Eklund received the first dual award ever presented for Motorcycle Racer of the Year; Lackey took Motocross Racer of the Year for the second consecutive time; Murrell received a special award of merit for his contributions to the sport.

ABC Wide World of Sports aired the 1978 Bel-Ray USGP of Motocross recently, and according to co-promoter Gavin Trippe, the show received "above average ratings." Trippe figured the viewer count worked out to "somewhere around 30 million people." Why don't all 30 million of us get our collective act together and send a quick postcard to Wide World of Sports, 1330 Avenue of the Americas, New York, NY 10019 to let them know we appreciated it!

There is one — only one — official entry blank for the Mar. 24-25 11th annual Hangtown MX Classic. It's on p. 13 of this paper. Remember, Papa warned ya.

The trailer containing a Honda RC250 works MXer, a CR250R bike and tools was stolen from Dave Arnold's driveway last Tuesday. Dave, in case you don't recognize the name, is the man who tunes Marty Smith's machines. A call to American Honda's race shop Thursday revealed that the trailer had been found, but the bikes and tools were gone. The CR250R production-based race bike is frame #2105931 and engine #2106026. The RC250 works bike is #RC250MF-0479. Marty and the other people at Honda would appreciate it if we'd watch for the missing gear to show up.

Lois Asta is the new manager of Racing World since Ron Henricksen moved on to other interests. She's the only woman riding park manager Papa knows, come to think of it. Anyway, she's scheduled a Jimmy Weinert Kawasaki MX Series for Feb. 11 and 25, and the class winners will get a free half-day motocross school with the world famous Jimmy "Jammer" Weinert. Lois has also opened Trabuco Ranch, an area where firms can hold company picnics, and she's already booked up 12 weekends next summer.

Papa's hard-working cohorts got some dandy letters-to-the-editor recently, but they can't run any of 'em because the folks didn't include their name and address. So please put your name and address (real) on anything you wish to see get into the paper. Upon request of the writer, we will withhold the name and address.

Remember David Sheridan, the guy who was paid $6,500 of *our* tax dollars to write a report on ORVs on desert lands? Or that his report was rejected by the Departments of Interior and Agriculture as being far too biased? Well, after writing a piece of anti-ORV garbage for *Smithsonian*, he resurfaced in the Jan. 29, 1979 issue of *New West*, more rabid than ever. Maybe the editors at *New West* would like to know how you, their potential readers feel about granting several pages to psychopathic ranting. The address is 9665 Wilshire Blvd., Beverly Hills, CA 90212.

At the SCORE Awards Banquet held Jan. 27, Husqvarna was named Motorcycle Manufacturer of the Year. Team Husky's Brent Wallingsford, high-point rider in Class 22, accepted the award for the Swedish marque. Dick Vick was named as Offroadsman Rider of the Year, and his partner throughout '78, John Watkins, was named as SIA High Point Overall Motorcycle winner. Class winners were: George Erl (125cc Class 20), Jeff Kaplan (250cc Class 21), Brent Wallingsford (Open Class 22) and Watkins (Class 38 for riders over 38 years of age). Pennzoil was awarded Company of the Year honors. Congratulations folks.

Santa Ana speedway facilities will be available for practice on Feb. 10 and 17 from 6:30 to 10:30. No license will be required. There will be a $5 charge for riders, $2 for wrenches and $1 for spectators. Promoter Louis Kossuth has completed a contract with the city of Santa Ana to use the facilities for the next three months.

Sears Point's P.R. guy Dave Hederich called Papa to announce that the AMA has changed the date of the Sears Point Trans-AMA event from Nov. 4 to Oct. 21. Papa says that's just fine with him; it was too chilly around there in November, anyway.

California Racing Club's Feb. 4 $1,000 MX race at Indian Dunes will be held on an all-new International Track. Bulldozers will attack the existing course, creating a totally different track with at least three or four jumps, according to CRC.

The jury is still out regarding who won the Jan. 28 Cactus Cats AMA D-37 hare scrambles in Lucerne Valley, CA. *CN* dez correspondent Joyce May reports that Husky's Larry Roeseler beat Bob Balentine (KTM) by about five seconds. But the cold weather caused numbers to fall off number plates, and Roeseler wound up with a bare plate. On the second loop, checkers at one check thought Roeseler was a play rider and waved him through while stopping Balentine. The club is expected to make a decision on the manner shortly after *Cycle News* goes to press Monday afternoon. Bruce Ogilvie took third on his IT400. The final word (hopefully) will appear next week.

Shell Racing Specialties Yamahas will be ridden by Rookie Wayne Rainey and second-year man Eddie Lawson at the Houston doubleheader. After that, Rainey will continue with Shell (About the Yamaha, Rainey said, "It's as fast as a Harley, the problem is trying to make it hook up like Harley.") while Lawson will ride Sal Acosta prepared Harleys in later Winston Pro Series events.

Though Bette Lasker is trying to sell her American Motocross Club organization, she is still running races on the first and third Sundays of each month at Carlsbad (next event is Feb. 4). Call 714/973-1806 after 9 p.m. for details.

Steve McLaughlin, Daytona Superbike Production race winner last year, is looking for a ride in the Daytona 200. McLaughlin's all squared away for Daytona's 100-mile Superbike event on his Racecrafters' Kawasaki.

Super-special ticket prices are available to *Cycle News* readers for the July 14 Coca-Cola Superbowl of Motocross. For details on your discount rates, write to Stadium Motorsports, Box 1523, Laguna Beach, CA 92652.

Attention to detail dept: Marty Tripes, second to Supercross Champ Bob Hannah in the '78 series, practiced but did not ride the Oakland Coliseum '79 series opener. Marty didn't have jerseys with his name and new number 48 printed on the back, according to AMA rules, no jersey, no ridee.

Can-Am's newest members, three-time AMA 250cc National MX Champion Tony DiStefano didn't ride either. "The D" crashed in a SoCal race on the Sunday prior to Oakland, and when he went out to practice on Sunday at Oakland, the pain become unbearable. He went to an Oakland hospital for X-rays, suspecting broken ribs, but the test showed no fractures. Unable to breathe, Tony was forced to sit out the AMA Toyota Supercross Series opener. "I'll go see my *good* doctor this week," DiStefano concluded.

"They've gotta figure out if that tire's legal," Bevo "The Czar of Motocross" Forte said in response to questioning about Weinert's "paddle-wheel" sand tire. Bevo added that riders complained of the sand thrown back by the high-rpm shovel. Riders' eyesight is an important aspect of the situation which much be considered by the AMA rule makers. "That tire didn't make the difference," Kent Howerton offered. "Weinert was just ready to win!" "I think it was working *really* well," said Darrell Shultz, who followed Weinert's rotary sand-slinger for awhile.

(Continued to page 11)

FEB. 11 **KAWASAKI JIM WEINERT MX SERIES** FEB. 25

RACING WORLD ESCAPE COUNTRY

GRIFFS™ Steve Stackable MX Pants

MX LESSON WITH THE PRO "JIM WEINERT"
each class winner — wins a private day of mx school with "WEINERT"
CUSTOM STEVE STACKABLE "GRIFFS LEATHERS"
CASH PAYBACK PER MOTO AND 30% TROPHY
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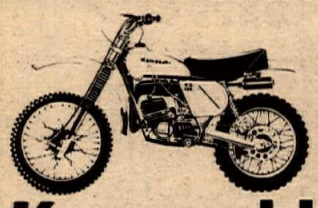
BE THE ONE

WIN THIS KX 125



Drawing Feb. 25

"Win this KX 125" all you have to do is visit your participating Dealer, fill out the entry form and bring it to Racing World with your Discount Coupon. See you at the Race

PARTICIPATING DEALERS
Brea Kawasaki — Brea — (714) 990-5701
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Kawasaki Good Times — Orange — (714) 997-3171
Norm Reeves — Anaheim — (714) 778-6700
Southern Calif. Kawasaki — Orange — (714) 997-3780
Tri-City Cycle Center — Anaheim — (714) 821-4710

Kawasaki

for info call 714-581-6400

CMC GOLDEN STATE SERIES
Dunlap Cycle Park
Feb. 10-11

SAT.		SUN.
Sportsman	originally scheduled	$3,000 Pro Purse
30% Trophies	for Clovis Lakes	$35 Post entry
100cc Pros	New starting gate	Jr/Int. $13 Post entry
	Overnight camping	

for info: 209-224-6093

RV Enterprises presents
Lake Elsinore Raceway
under new management & ownership
140 acres of good Riding
ORCA Elsinore Mini-Baja 100 mi. Odyssey Race
March 23 — 24
Every Sunday Motocross TT and Speedway Practice
On Highway 71, off at Lagonia St. Between Main St. and Railroad Cyn. Rd.
for info: 714-674-2646 or 676-4718

Next week!

Championship Enduro continues!

Don't miss a single installment of the book that can make you master of time.

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

2/2	TT/Houston, TX
2/3	ST/Houston, TX
3/11	RR/Daytona Beach, FL
4/14	M/Sacramento, CA
5/6	Mile/San Jose, CA
5/12	HM/Gardena, CA
5/19	HM/Topeka, KS
5/26	HM/Laurel, MD
6/2	HM/Louisville, KY
6/10	HM/Middletown, NY
6/17	RR/Loudon, NH
6/22	TT/Santa Fe, IL
6/24	HM/Columbus, OH
7/7	TT/Castle Rock, WA
7/15	RR/Sears Point, CA
7/21	TT/Gardena, CA
7/29	Mile/DuQuoin, IL
8/3	ST/Santa Fe, IL
8/5	TT/Peoria, IL
8/12	RR/Pocono, PA
8/19	HM/Des Moines, IA
8/25	Mile/Indianapolis, IN
8/26	Mile/Indianapolis, IN
9/2	RR/Loudon, NH
9/9	Mile/Syracuse, NY
9/16	Mile/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

1/28	Oakland, CA
2/9-10	Seattle, WA
3/3	Atlanta, GA
3/10	Daytona, FL
3/16-17	Houston, TX
4/28-29	Pontiac, MI
6/2	New Orleans, LA
7/6-7	Pittsburg, PA
7/14	Los Angeles, CA
11/10	Anaheim, CA

AMA National Motocross 125/250/500cc

3/25	125/250cc MX Sacramento, CA
4/1	125/250cc MX Orange, CA
4/8	125/250cc MX Phoenix, AZ
4/22	125/250cc MX Omaha, NB
5/13	250/500cc MX Mt. Morris, PA
5/20	250/500cc MX Southwick, MA
5/27	250/500cc MX Atlanta, GA
6/17	250/500cc MX Sears Point, CA
6/24	250/500cc MX St. Peters, MO
7/1	250/500cc MX Buchanan, MI
8/5	125/500cc MX Escoheag, RI
8/12	125/500cc MX Binghamton, NY
8/19	125/500cc MX Charlotte, NC
8/26	125/500cc MX St. Petersburg, FL

AMA National Enduros

Eastern Region

3/4	Stone Mtn. Nat'l Georgia Crackers MC Georgia
3/25	100 mi. Nat'l No. Virginia Trail Riders Virginia
4/1	Curly Fern Nat'l S. Jersey Enduro Riders New Jersey
4/29	Little Raccoon Classic Appalachian Dirt Riders Ohio
5/27	Little Burr Nat'l Enduro Riders Assoc. Ohio
8/12	100 mi. Nat'l Ithaca Dirt Riders New York
9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

3/11	100 mi. Nat'l Dusty Wheels M.C. Louisiana
3/18	100 mi. Nat'l Tulsa Trail Riders Oklahoma
4/8	125 mi. Nat'l Post Enduro Assoc. Texas
5/8	Burr Oak Nat'l Mid-West Nat. Enduro Riders Illinois
6/3	Lame Duck Nat'l Mid-State Trail Riders Michigan
6/24	100 mi. Nat'l Straight Arrow Enduro Riders Minnesota
8/18-19	400 mi. Jack Pine Nat'l Lansing M.C. Michigan
10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

2/18	150 mi. Nat'l Chaparrals M.C. California
5/13	100 mi. Nat'l Redwood Scramblers M.C. California
6/3	Tuff'e Nuff Nat'l California
10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

AMA 2-Day ISDT Qualifiers

3/17-18	Knoxville, TN
4/21-22	California City, CA
5/12-13	Maplesville, AL
5/19-20	Rose City, MI
6/9-10	McMinnville, OR
6/16-17	Bellingham, WA

FIM/AMA International Events

6/10	500cc USGP Carlsbad, CA
7/22	125cc USGP Lexington, OH
7/29	250cc USGP New Berlin, NY
8/5	F-750 Road Race Monterey, CA
9/16	Olympiad, Orange, CA

Trans-AMA

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	TBA
10/21	Sonoma, CA
10/28	TBA

125cc World Championship Motocross

4/8	Austria
4/15	West Germany
5/13	Holland
5/20	Italy
6/10	Finland
6/17	Czechoslovakia
6/24	Yugoslavia
7/1	Switzerland
7/8	France
7/15	Ireland
7/22	USA
8/12	Spain

250cc World Championship Motocross

4/7-8	Spain
4/22	Holland
4/29	Italy
5/6	Belgium
5/20	Yugoslavia
5/27	Czechoslovakia
6/10	Poland
6/17	France
7/1	W. Germany
7/29	USA
8/5	Finland
8/12	Bulgaria

500cc World Championship Motocross

4/22	Austria
4/29	France
5/13	Sweden
5/27	Italy
6/10	USA
6/17	Canada
6/24	W. Germany
7/1	Britain
7/8	Switzerland
7/29	Holland
8/5	Belgium
8/12	Luxembourg

World Championship Observed Trials

2/10	Ireland
2/17	Britian
2/25	Belgium
3/4	Holland
3/11	Spain
3/18	France
6/10	Canada
6/17	USA
7/15	Italy
8/19	Sweden
8/26	Finland
9/16	Czechoslovakia

International Six Days Trial

9/10-15	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

Motocross Des Nations

9/2	Finland

Tourist Trophy World Championship Road Racing

6/2-8	Isle of Man TT
8/18	50th Ulster GP/Ireland

Road Racing World Championship Grand Prix

3/18	Venezuela
4/29	Austria
5/6	W. Germany
5/13	Italy
5/20	Spain
6/17	Yugoslovia
6/23	Holland
7/1	Belgium
7/22	Sweden
7/29	Finland
8/12	England
8/18	Czechoslovakia
9/2	France

World Championship F750 Road Racing

4/1	Italy
4/22	England
5/27	France
7/15	Switzerland
7/22	Austria
7/29	Canada
8/5	USA
9/9	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

4/22	Holland
4/29	France
5/20	Belgium
6/17	W. Germany
6/24	Italy
7/8	Spain
9/30	England

AMA/NATC Nat'l Trials

5/19	New York
5/20	Pennsylvania
5/26	Indiana
6/17	Colorado (also FIM World round)
6/23	Texas (San Antonio)
6/24	Texas (Dallas)
8/26	Arizona
9/1	Oregon
9/3	California

S.C.O.R.E. Off Road Racing

2/9-10-11	Parker 400 Parker, AZ
3/23-24-25	Mexicali 250 Mexicali, Baja, CA
6/8-9-10	Baja Internacional Baja, CA
8/24-25-26	Off-Road World Championships Riverside, CA
11/9-10-11	Baja 1000 Baja, CA

AMA D-37 1979 Event Schedule

1/7	Dirt Digger	MX
1/14	Sled Riders	HH
1/14	Lightweights	S
1/21	Prairie Dogs	HS
1/28	Cactus Cats	HS

2/3-4	Anaheim Hi Siders	GP
2/4	Prospectors	E
2/11	Dirtfliers	HS
2/11	Lightweights	S
2/18	Four Aces	HH
2/18	Chapperals	E
2/25	Brush Busters	HH
2/25	Gripsters	S
3/10	Jack Rabbits	S
3/11	Invaders	HH
3/18	Maywood	HS
3/18	Dirt Diggers	E
3/18	Lightweights	S
3/25	Desert Squirrels	HS
3/31	OCMC	GP
4/1	OCMC	GP
4/8	Rovers	HH
4/8	Lightweights	S
4/14	Viewfinders	HS
4/14	End Does	E
4/21-22	Shamrocks	Q
4/29	Prospectors	HH
4/29	Gripsters	S
5/13	Badgers	HH
5/13	Lightweights	S
5/19-20	Pasadena MC	E
5/20	Desert Foxes	HH
5/20	End Does	MX
5/27	Master Links	HH
6/10	Desert Daiseys	HS
6/10	UEA	E
6/16-17	Desert Vipers	DES
6/24	Buzzards	HS
7/8	Desert Donkeys	HS
7/15	SGVMC	ES
7/29	Shamrock	ES
8/4-5	Hilltoppers	GP
8/19	Four Aces	ES
8/25	Gripsters	S
8/26	Antelope Ramblers	ES
9/1-2	Dirt Diggers	GP
9/9	Stump Jumpers	HH
9/16	Dusters	HH
9/23	Shamrock	HH
9/30	100's MC	HH
10/6-7	Desert Vipers	GP
10/7	Double XX	E
10/14	Checkers	HH
10/21	Jack Rabbits	S
10/28	Desert MC	HH
11/3-4	Checkpoint	E
11/4	Dirt Diggers	MX
11/11	Huntington Beach MC	HH
11/11	Anaheim Hi Siders	MX
11/18	Desert Knights	HH
11/24	SGVMC	HH
12/1-2	Maywood MC	GP
12/1-2	CEA	E
12/9	Jack Rabbits	HH
12/9	Gripsters	S
12/16	Hilltoppers	ES

MX	Motocross
HH	Hare & Hound
S	Scrambles
HS	Hare Scrambles
GP	Grand Prix
E	Enduro
ES	European Scrambles
Q	Qualifier
DES	Dual Euro Scrams

CMC 1979 Motocross Schedule California

JANUARY	
1/7*	Saddleback Park
1/14	Carlsbad Raceway
1/21	Saddleback Park
1/28*	Carlsbad Raceway
FEBRUARY	
2/24*	Saddleback Park
2/11	Carlsbad Raceway
2/18	Saddleback Park
2/25*	Carlsbad Raceway
MARCH	
3/4*	Saddleback Park
3/11	Carlsbad Raceway
3/18	Saddleback Park
3/25*	Carlsbad Raceway
APRIL	
4/1*	Saddleback Park
4/8	Carlsbad Raceway
4/15	Saddleback Park
4/22*	Carlsbad Raceway
4/29	Saddleback Park
MAY	
5/6*	Saddleback Park
5/13	Carlsbad Raceway
5/20	Saddleback Park
5/27*	Carlsbad Raceway
JUNE	
6/3*	Saddleback Park
6/10	Carlsbad Raceway
6/17	Saddleback Park
6/24*	Carlsbad Raceway
JULY	
7/1*	Saddleback Park
7/8	Carlsbad Raceway
7/15	Saddleback Park
7/22*	Carlsbad Raceway
7/29	Saddleback Park
AUGUST	
8/5*	Saddleback Park
8/12	Carlsbad Raceway
8/19	Saddleback Park
8/26*	Carlsbad Raceway
SEPTEMBER	
9/2*	Saddleback Park
9/9	Carlsbad Raceway
9/16	Saddleback Park
9/23*	Carlsbad Raceway
9/30	Saddleback Park
OCTOBER	
10/7*	Saddleback Park
10/14	Carlsbad Raceway
10/21	Saddleback Park
10/28*	Carlsbad Raceway
NOVEMBER	
11/4*	Saddleback Park
11/11	Carlsbad Raceway
11/18	Saddleback Park
11/25*	Carlsbad Raceway
DECEMBER	
12/2*	Saddleback Park
12/9	Carlsbad Raceway
12/16	Saddleback Park
12/23*	Carlsbad Raceway
12/30	Saddleback Park

* Points Races for Pros

California CRC Desert Schedule 1979

1/21	Renegade HS	Red Mtn.
2/4	20 Mule Team Race	Rand
2/18	Gold Digger HS	Lucerne
3/4	Outlaw GP	Riverside
3/18	Boothill HS	Rand
4/8	Dr. Pepper GP	Racing World
4/22	Pucker Bunny HS	Lucerne
5/6	Dunestown GP	Indian Dunes
5/20	Bandito HS	Rand
6/2-3	Cal City GP	Cal City
8/26	Tom Cat ES	Red Mtn.
9/9	Wild Hare	Cal City
9/23	Jackass Team Race	Lucerne
10/7	Golden Bear H & H	Cal City
10/21	Desert Spook HS	Barstow
11/4	Rosarito GP	Baja
11/18	Wild Turkey HS	Rand
12/2	Reindeer HS	Lucerne

California CRC 1979 Enduro Schedule

1/14	Bobcat	Red Mtn.
2/11	Candy Ass	Barstow
3/11	Gringo	Baja
4/8	Hobo	Lucerne
5/6	Tenderfoot	Cal City
6/3	Sidewinder	Barstow
9/16	Roadrunner	Cal City
10/14	Gullywhomper	Lucerne
11/11	Iron Horse	Red Mtn.
12/9	Santa Claus	Lucerne

Regularly Scheduled Events

Wednesday

CALIFORNIA

TT PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. Every Wednesday night. For info: 714/674-2077, 676-4718.

Thursday

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All clases. 100% p.b., 30% trophies. Entry $7.50, $13.50 Pro. 503/285-6635.

Friday

CALIFORNIA

AMA SEMI-PRO NIGHT MX
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. p.b., 30% trophies. Gates open 4 p.m., prac. 6:15, race 7. All new track, water jump. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC NIGHT MX
Orange County International Raceway, Irvine, CA. All classes. Cash purse all Pro classes. Trophies awarded Sportsman classes. $10 entry. No gate charge. Gates open 5:00 p.m., prac. 6, race 7:30 p.m. For info: 714/557-3323, 552-5511.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places. Expert p.b. depending on entries. Prac. starts 7 p.m., race 8. Entry $7 Am., $12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy. on Hwy. 74, off Ellis Ave., ¼ mi. east side, Perris, CA. Cancelled till March. Open 5 p.m., prac. 6, race 7:30 p.m. All classes. Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcwy., Corona, CA. H-91 & Buchanan. Races alternate each week between Flat Track/TT and ATC/Odysseys. Flat Track-All classes. 30% trophies, money races. Entry $4, $5 money. ATC-All classes. 30% trophies. Entry $7. Gate $3. Race 7:30 p.m. 714/689-1913, 735-1705.

WASHINGTON

PNMA MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

Sunday

CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2077, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex., $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sprtsmn 3 motso. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m., Free camping, prac. 8:30, race 9:30 a.m. 714/635-5840. 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

1st & 3rd Sundays

CALIFORNIA

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, Wildcat Canyon Rd., 11 mi. Opens Feb. 4. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 448-7885.

February 3

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River

NMA PRESENTS THE
Kawasaki
WINTER NATIONALS
MOTOCROSS SERIES
ALL EVENTS: GATE OPENS 6:30AM PRACTICE 8:00AM RACING BEGINS 9:30AM

1st Race of Series
Feb. 4th Indian Dunes

$7000.00 AWARDS & TROPHIES including.... 1979 2 KX80's 1 KX125
30% SUPER Kawasaki TROPHIES TO ALL CLASSES

BIKE CLASSES
50cc 100cc 80cc 125cc & 250cc
RIDER CLASSES
BEG INT NOV EXP

BEL-RAY TOTAL PERFORMANCE RACING LUBRICANTS
TO ALL CLASS winners every week!!

ENTRY FORMS & INFO. CALL OR WRITE
NMA PO BOX 46 NORWALK CA. 90650
CALL NOW!! 213-868-8112

No pit riding at...
INDIAN DUNES

RIDE WITH THE FAST ONES
For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events CALL
RACERS Hot Line 714-898-1529
DISTRICT 37 COMPETITION RIDER AMA AMERICAN MOTORCYCLIST ASSOCIATION

Feb. 3 & 4 — Anaheim Hi-Siders Grand Prix
Feb. 4 — Prospectors Enduro
Feb. 11 — Dirtfliers Hare Scrambles
Feb. 11 — Lightweights Scrambles
Feb. 18 — Four Aces Hare & Hound
Feb. 18 — Chapparals Enduro

Sunday, Feb. 11, 1979
Side Winder Road — Barstow
Family Enduro
CRC Points
Club Challenge

A Gigantic 5 foot trophy will be awarded to the club with the 10 best Enduro riders. Each club may enter up to 15 riders. The 10 best scores will count toward the Club Championship. There is no extra cost to the riders. The 1st 36 minutes will be reserved for the Clubs. Each Club will receive 3 minutes (5 to a minute).

714-689-6114 days

CRC 20 MULE TEAM RACE
Feb. 4, 1979
California City
6 x 25 mile course
2 riders on 1 or 2 bikes
OK to pre-run course
Safe course with no impossible hills or bottlenecks
CRC Desert Points
Classes — Beg. thru Expert
Special classes for +30 yrs. & +40 yrs.
Minis & Women
1979 membership required

714-689-6114 days

SRA Feb. 4
Riverside Grand Prix
714-828-1358

Open 7 Days 714-558-1584
CMC-MX, ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

DeAnza Cycle Park Racing Club
MX Racing Every Sunday — Membership Not Required
Member Sportsman $7 — Member Experts $12
Non-member add $2
Points to members
100% trophies to Minis & Pee Wees-50% trophies to Vets
Plus 30% trophies to Sportsmen—same day brass
Park fees—bike & rider $4, spectators $3 Why pay more?
Free overnight camping—pay once, stay all weekend
Gate opens 6:30 — Practice 8:30 — Race 9:30
Weekdays & Sat. (714) 653-4558 Sun. (714) 653-7979

AMA AMERICAN MOTORCYCLIST ASSOCIATION

Western United States Championship

GREAT BEAR GRAND PRIX

RIVERSIDE INTL. RACEWAY!

SPONSORED BY ORANGE COUNTY MOTORCYCLE CLUB

ENTRY INFORMATION: ✓ENTRIES OPEN JANUARY 22, 1979 AND CLOSE MARCH 5, 1979

✓MAIL ENTRY $20.00 PER RIDER (INCLUDES $1.00 FOR DIST. 37-38 LEGAL DEFENSE FUND)
✓POST ENTRY $35.00 ✓STARTING POSITION DETERMINED BY POSTMARK ON ENTRY
✓NO REFUNDS. ENTRIES NON-TRANSFERABLE

RACE INFORMATION:

✓ALL RACES 100 MILES ✓PARTICIPATION PINS AND FINISHER PINS
✓DISTRICT 37-38 POINTS ✓SILENCERS REQUIRED ✓NO PLAY BIKES
✓RESCUE 3 WILL BE IN ATTENDANCE ✓AMA SANCTIONED
✓MAIL ENTRY FORMS TO: GREAT BEAR GRAND PRIX (WITH 3 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES)

✓LIMITED ENTRIES

SATURDAY 9:00 START	SATURDAY 1:00 START	SUNDAY 9:00 START	SUNDAY 1:00 START
100 - CLASSIFIED ALL 125 - CLASSIFIED ALL 175 - CLASSIFIED ALL WOMEN CLASS ALL	100 TO OPEN — SPORTSMEN (ALL)	250 - BEG. NOV. SR. 500 - BEG. NOV. SR. OPEN - BEG. NOV. SR.	250 - EXP. JR. SR. 500 - EXP. JR. SR. OPEN - EXP. JR. SR. SIDE HACK'S
MAIL ENTRY TO: GREAT BEAR GRAND PRIX 19538 MARKSTAY ST. ROWLAND HGTS. CA 91748 PHONE (714) 595-2454	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 235 N. MALENA DR. ORANGE, CA 92669 PHONE (714) 771-0206	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 16532 MARIE LANE HUNTINGTON BEACH, CA. 92647 PHONE (714) 847-4459	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 12931 MALENA SANTA ANA, CA 92705 PHONE (714) 633-2728

IMPOUND TIMES:

✓FRIDAY 6:00 PM 'TILL 11:00 PM ✓SATURDAY 6:00 AM 'TILL 7:30 AM.
✓SATURDAY 6:00 PM 'TILL 11:00 PM ✓SUNDAY 6:00 AM 'TILL 7:30 AM

SPECTATORS:

✓$5.00 PER PERSON (INCLUDES OVERNIGHT FREE PARKING) ✓CHILDREN UNDER 12 FREE
✓NO PLAY BIKES ✓FOR ADDITIONAL INFORMATION, PHONE (714) 636-OCMC OR 636-6262
✓FOR ADDITIONAL ENTRY FORMS, MAIL SELF-ADDRESSED, STAMPED ENVELOPE:
GREAT BEAR GRAND PRIX, OR WATCH YOUR LOCAL CYCLE PAPERS !

MARCH 31st & APRIL 1st, 1979

BIGGEST MOTORCYCLE EVENT OF THE YEAR!!

RACING WORLD ESCAPE COUNTRY

OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Special Saturday Rates

Racing Schedule

Feb. 3 & 4 — Anaheim Hi-Siders GP
Feb. 4 — CRC Motocross
Feb. 11 & Feb. 25 — Kawasaki Weinert Series

Stre - e - tch your weekend— Ride your motorcycle to work Monday!

You Get Results When You Support

M.O.R.E. non profit

Can you do any ~~less~~ more?

M.O.R.E.
of California
PO Box 26062
Sacramento, CA 95826
916-363-9609

$10 a year prevents bad laws and gets you all the state news.

Motocross Race Schedule

CRC 213-830-7519

Feb. 4 — Indian Dunes $1,000 Purse
Feb. 4 — Racing World
Feb. 11 — Saddleback
Feb. 18 — Indian Dunes
Feb. 18 — Racing World

Membership Required

MX RACES EVERY SUNDAY

Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000

INDIAN DUNES

Corona Raceway
4th Annual
Un-Leap Year Grand Prix
Feb. 25
714-735-1705

Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

February 3-4

CMC GOLDEN STATE SERIES MX
Prairie City O.H.V. Park, Sacramento, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sunday only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat. 100cc Pro entry $12, $15 p.b. Info: CMC, PO Box 579, Elk Grove, CA 95624. 916/381-0760. CMC lic. req.

D-37 GRAND PRIX
Racing World, Trabuco Cyn., CA. All D-37 & Sportsmen classes. Entry fee $15. Sidehacks welcome. Anaheim Hi Siders MC. 714/527-6799.

February 4

CRC 20 MULE TEAM RACE
California City, CA. 6x25 mi. course. 2 riders on 1 or 2 bikes. OK to pre-run course. CRC desert pts. Classes Beg. thru Ex. Special classes for +30 yrs. & +40 yrs. Minis & women. 1979 memb. req. Safe course, no impossible hills or bottlenecks. 714/689-6114 days.

D-36 EUROPEAN SCRAMBLES
Plymouth Raceway, Plymouth, CA. 40 mi. E of Stockton & Sacto, CA. All classes. Entry $11. 125/Ex/Jr/Nov sign up 7:30-8:30, race 8:30-10:00 a.m. OT & Vets sign up 9-10:30, race 10:30-12. 200/250/Ex/Jr/Nov sign up 11-12:30, race 12:30-2:00 p.m. Open/Ex/Jr/Nov 1:00-2:30, race 2:30-4:00 p.m. For info: Blue Mtn. Timber Wolves MC. 209/239-1841.

PROSPECTORS GOLD RUSH ENDURO
Red Mtn. area (CA). Limed N on Trona Rd. from Hwy. 395. 8:00 a.m. start. Approx. 85 miles. All classes. A & B riders $12.00 C riders $10. Teams add $1 per rider. Post entry $15. Mail entry & 3 SASE to Earl Wilson, 1547 W. 219th St., Torrance, CA 90501. Drawing on 1/23/79 at 8:00 p.m. at 15802 S. Brighton Ave., Gardena. Finisher pins & Rescue 3. 213/328-5214 or 213/320-6658.

SRA RIVERSIDE GP
Riverside International Raceway, Riverside, CA. Off Hwy. 60. All classes plus team race. 20% brass, finisher pins. Entry $12 mail, $14 post. Gates open 4:00 p.m. Sat. O/N camping OK. Prac. 8 a.m., first race 8:45. SRA comp. license req. Mail SASE to SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

ARRA ROAD RACE
Willow Springs, CA. GP, Prod., Cafe, Super Cafe, Beginner classes. Prize money & trophies. Entry $16, $20 post. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

V.O.T.E. TRIAL SCHOOL
Indian Dunes, Valencia, CA. Starts 10:00 a.m. Beginner class. Entry free. For info: 805/259-0790.

QUICKSILVER ENDURO
Clear Creek, CA (New Idria), 38 mi. E of King City off Hwy. 25. Entries open Dec. 4, 1978. Entry $12 per rider, $3 extra per three man team. Spk. arr. mufflers, license, off-road stickie req. Course finish near Picacho, on Old Coalinga Rd. Course is approx. 80-90 mi. of dirt riding. First rider out at 8:01 a.m. Classes A, B, & C Old Timers. AMA cd. req. For info: Salinas Rambler MC, c/o Dane Askins, 422 Shelley Way, Salinas, CA 93901. 408/422-8248 after 6 p.m., or 408/422-3232. Post entry still available. RESCHEDULED

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. Hwy. 99 to Hwy. 41 to O'Neals, North Fork, 14 mi. to Rd. 221, L to track. All classes. Pro p.b. 30% brass. Entry: Sptsmn. $8 mail, $10 post. Pros $12 mail, $15 post. $3 gate fee. Overnight camping ok. Gates open 7:00 a.m. 209/291-8793.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit in Santa Maria. Mini thru Open classes. Entry $8/$12. 100% Pro p.b. Concessions, free camping. 805/937-6171.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Memb. available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CMC WINTER SERIES OF MX
Seattle Int'l Raceway, Kent, WA. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Pee-Wees $5, amateurs $8, Pros $13. Watch for $3.50. 5 ft. trophies at end of series. Info: 206/631-1550.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 6:30 a.m., sign up 7-7:45, prac. 8, race 9. Entry Ex. $15, Spts. $10. Spec. $3. 80% Ex. p.b., 30% spts. Race rain or shine. 415/634-3328, 634-1667.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

ITA 2nd ANNUAL HANGOVER TRIALS
Saddleback Park, Orange, CA. Ex/Am/Nov/Beg/Sr/first time Beg. Entry $7/$9. 714/879-0570.

CRC $1000 PURSE MX
Indian Dunes, Valencia, CA. CRC memb. req. Beg/Nov/Int/Pro/Vet/Mini classes. 125/250/Open Pros $15 entry. Sportsmen $9. Cash p.b. to Pros, 30% brass to Sptsmn. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% trophies. Entry $7 Mini, Beg., Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course 714/581-6400.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Membership req. Post entry only, $8 Sportsmen/$12 Pros. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

February 9

INDOOR MOTORCYCLE SWAP MEET
Movieworld Exhibit Center, 6900 Orangethorpe, Buena Park, CA. 6-11 p.m. Admission $2.50 per person, kids under 12 yrs. free. For info: 213/588-0763.

February 10

CORONA HM/ST/TT
Corona Raceway, Corona, CA. Gates open 5:00 p.m., prac. 6, entries close 6:15, race 7:00 p.m. 714/ 735-1705, 689-1913.

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gate open 4:30 p.m., sign up 5:00, race 7:30 p.m. Entry $8, watch for $3. 80% Ex. p.b., 30% spts. Odyssey riders welcome. Call if weather doubtful. 415/634-3328, 415/634-1667.

INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Sptsmn classes Mini Beginner thru 500cc, 250cc Pro class. Entry $7 Pros, $5 others for first bike, $4 for 2nd. Gates open 6:00 p.m., prac. 7, race 8. Watch for $3 & $1.50. 503/928-7205, 753-1152.

February 10-11

CMC GOLDEN STATE SERIES MX
Dunlap Cycle Park. Fresno, CA. $24,000 total posted for 7 race series. $3,000 Pro purse per event. Pro classes 125/250/500cc. Pro entry $25 mail, $35 post. Pros ride Sun. only. $8,000 in awards to Jr/Int series winners. Jr/Int entry $10 mail, $13 post. Sportsmen ride Sat. 100cc Pros ride Sat. 100cc Pro entry $12, $15 p.b. Info: CMC, 2024 E. Acacia St., Fresno, CA 93726. 209/224-6093. CMC lic. req.

February 11

CRC CANDY ASS ENDURO
Sidewinder Rd., Barstow, CA. Family enduro. CRC pts. Starts 8:00 a.m. Club Challenge: 5 foot trophy awarded to club with 10 best enduro riders. Each club may enter up to 15 riders. 10 best scores will count toward Club Championship. No extra cost to riders. 1st 36 minutes will be reserved for the clubs. Each club will receive 3 minutes (5 to a minute). 2 loops approx. 25 mi. each. 20% trophies & Fin. pins. Mail entry $12, post $15. Non-memb. add $2. 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114, days.

D-36 MOTOCROSS/HANGTOWN SPORTSMAN QUALIFIER
Plymouth Raceway, Plymouth, CA. Hwy. 16 E from Sacto; Hwy. 49 S from P'ville; Hwy. 49 N from Sonora. All classes. Gates open 6:15 a.m., sign up 6:30, prac. 7:30, riders mtg. 8:15, race 8:30 a.m. 125/250/Open Ex. entry $18, p.b. on $15, $10 trophy only. Nov/jr/Support entry $10. Watch for $3, kids 6-12 $1. Last event in qualifier series. Blue Plate points awarded this event. O/N camping ok. C.E.S. Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

D-37 DIRTFLIERS HARE SCRAMBLES
Lucerne Valley, CA-Soggy Dry Lake. Limed from "Y" Cafe. All desert classes. 10:00 a.m. start. Entry $11.00. Trophies, finisher pins, Rescue 3, D-37 pts., 2 x 35 mi. loops. Trail Nov. & Beg. go one loop. Dirtfliers MC, 5409 Pagentry, Long Beach, CA 90808. 213/425-2533, 714/848-2978.

ANTIQUE/CLASSIC MC EXHIBIT & AUCTION
San Mateo Exposition Center, San Mateo, CA. 10:00 a.m. Admission $3. Info: VMA, Inc. 213/433-4704.

AMA SCRAMBLES
Pioneer Arena, Oakdale, CA. S off Hwy. 120. All classes plus minis. $5.50 to ride, watch for $3. Jerry Griffith, 9600 Pioneer Ave., Oakdale, CA 95361. 209/847-5558.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7 a.m., prac 8, race 9. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit in Santa Maria. Mini thru Open classes. Entry $8/$12. 100% Pro p.b. Concessions, free camping. 805/937-6171.

D-36 SEMI PRO MOTOCROSS
Sears Point Raceway, Sonoma, CA. All classes. Gate opens 6:30 a.m., prac. 7:30, race 9:00. New international course. Entry $10 Nov/r. $16 Experts. $3 to watch. 707/938-8448.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. 125-250-Open Ex/Jrs. sign up 8-9 a.m., race 9:30-11:00. Vets & OTs sign up 12:00-1:00 p.m., race 1:30-3:00. 125-250-Open Nov. sign up 10-11 a.m., race 11:30-1:00 p.m. Entry $11. Watch for $3. Race rain or shine. 415/634-3328, 415/634-1667.

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

CMC WINTER SERIES OF MX
Seattle Int'l Raceway, Kent, WA. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Pee-Wees $5, Amateurs $8, Pros $13. Watch for $3.50. 5 ft. trophies at end of series. Info: 206/631-1550.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Gate open 8:00 a.m., prac. 9, race 10. Minis & sidehacks welcome. Lightweights MC. 213/371-7356.

D-36 MOTOCROSS
Sears Point Raceway, Sonoma, CA. All classes. Gate open 6:30 a.m., prac. 7:30, race 9:10 a.m. $3 to watch. Entry $10 Nov/Jr. Ex. $16, on 100% of $15 p.b. 707/938-8448.

C.A.T. WHITE TANK TRIALS
White Tank Mtns., Arizona. Take Grand Ave. to Reems Rd. to Greenway Rd. R to pits. (For explicit info. call Tom Fox). Championship Trial. A makeup for one that was cancelled in Nov. Sign in 8 a.m., start 9:30 a.m. Entry $6, CAT & SATA memb. $4. Beg/Jrs $4 & $2. Trialmasters John & Marilyn Ruggles & Fred Maynard. Mufflers & spk. arr. req. Teom Fox 602/992-6168.

PLONKERS VALENTINE TRIAL IV
Racing World, Trabuco Cyn., CA. I-5 to El Toro Rd, exit. E on El Toro Rd. to Live Oak Canyon Rd. turn R. Riders meeting 9:30 a.m., trial starts 10. ATA memb. $5, non-ATA memb. $6. Observed Trial. ATA sanction. Matt Pritchard, 9804 La Serna Dr., Whittier, CA 90605. 213/947-5085.

MRA TEAM CROSS COUNTRY
Timbar Mt. Cycle Park, Medford, OR. Stage Rd. to Cane Crk. Rd. Follow signs. Start at Chicken Foot Jct. 125/250/Open/Beginner/OT/St. legal enduro. Entry $15/team. $10/MRA memb. For info: Mike James, 17524 Hwy. 62, Eagle Point, OR 97524. 503/826-7612.

KAWASAKI JIM WEINERT MX SERIES
Racing World, Trabuco Cyn., CA. MX Lesson with the Pro, Jim Weinert. Eahc clas winner wins a private day of MX school with Weinert. Cash p.b. per moto & 30% trophy. Win a KX 125. For info 714/581-6400.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Membership req. Entry, Sportsmen $8 mail, $10 post. Pros $12 mail, $15 post. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778. California Championship Challenge.

OMRA TEAM RACE
Bend, Oregon. Sponsored by Cascade MC. For info: 503/389-3795 days; 503/382-0061, 382-3837, 382-8528.

February 16-17-18

24th ANNUAL SAN BERNARDINO CUSTOM CAR & HOT ROD SHOW
National Orange Showgrounds, San Bernardino, CA. Show hours: Fri. 6-11:30 p.m.; Sat. 1-11:30 p.m.; Sun. 1-9 p.m. Admission $3.95 adults, kids 6-11 95¢; under 6 yrs. free. Info: R.G. Canning Productions, 213/588-1934.

February 17

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gate open 4:30 p.m., sign up 5:00, race 7:30 p.m. Entry $8, watch for $3. 80% Ex. p.b., 30% spts. Odyssey riders welcome. Call if weather doubtful. 415/634-3328, 415/634-1667.

February 18

AMA ROUGH SCRAMBLES
Gage Shippee Rd. & Hwy. 99. 14 mi. S of Chico, CA. All sportsman classes Entry $6 & $3 Semi Pro. 100% Ex. p.b. Gate open 8:30 a.m., sign-up 9-11:15, prac. 9:30-11:00, race 12 noon. For info: Bob Ryon, Rt. 1 Box 394-A, Chico, CA 916/342-6851.

NINTH ANNUAL SOBOBA GP
San Jacinto, CA on Soboba Indian Reservation. 30 mi. E of Riverside, CA Ex/Am/Nov/Sr/Women/Pros & 4-stroke classes. $2550 Pro purse. Super trophies, finisher pins. Entry: Pros $50, Sportsmen $25. Entry opened Dec. 26, closes Feb. 1. For entry info: 714/658-4590.

AFM ROAD RACE
Ontario Motor Speedway, CA. I-10 East to Haven St. exit. Box stock, Prod., Superstreet, GP & Sidecars classes. Entry: 120 1st class, $10 additional. Sidecars $25. Watch for $3.50 & $1.50 under 14 yrs. Under 5 yrs. free. Harry Bresach, 4996 Argyle Dr., Buena Park, CA 90621. 714/523-3892.

COYOTE DERBY NATIONAL ENDURO
North of Red Mtn., CA. 10 mi. N of Hwy. 395 on Trona Rd. All enduro classes welcome. Entry fee: A&B riders $14. C&Women $11. Post $1.00 extra. 3-man team $3.00. Drawing, Jan. 31, 8:00 p.m., Angelique's Restaurant, 2425 E. Orangethorpe, Fullerton, CA. Send 2 SASE to Chaparrals MC, PO Box 743, Sunset Beach, CA 90742. 714/846-3418. Course info., 714/987-0440.

MOTOCROSS
Helvetia Park, West Sacto, CA. 2602 River Rd.. W Sacto. I-80 to Harbor Blvd., L 6 mi. to track. All classes. Entry $10 Sptsmn/$16 Ex. $5 yearly memb. Helvetia Inter'l MC, 153 Fleming Ave., Vallejo, CA 94590. $5,000 rider med. ins. 707/552-0116.

AMA DBL PTS MOTOCROSS
Oasis Raceway, Clearlake, CA. 25 mi. W of Williams on Hwy. 20. All classes. Sptsmn. entry $10, Pros $18. 2nd bike $6. Gate opens 6:45 a.m., sign up 7, prac. 7:45, race 8:30 a.m. Dbl. Blue Plate pts. only. 30% brass, $15 p.b. to Pros. For info: Oasis Raceway, P.O. Box 1748, Clearlake Highlands, CA 95422. 707/994-4175.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 6:30 a.m., sign up 7-7:45, prac. 8, race 9. Entry Ex. $15, Spts. $10. Spec. $3. 80% Ex. p.b., 30% spts. Race rain or shine. 415/634-3328, 634-1667.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Membership req. Post entry only, $8 Sportsmen/$12 Pros. For info: AME, PO Box 1421, Reseda, CA 91336. 213/881-5778.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% Trophies. Entry 17 Mini, Beg, Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course. 714/581-6400.

ERA MOTOCROSS
Eugene, OR. From Eugene out Hwy. 99 north to Hwy. 36, go thru Chesire, then left on Territorial Rd. Look for ERA sign on left of road. Sign up 9 a.m., prac. 11, race 12. Entry $5, Pro $10. 100% Pro p.b. Must be Racing Wheels member ($5). Gate: under 6 free, student thru 17 $2, Adult $3. 503/688-1274.

CMC WINTER SERIES OF MX
Seattle Int'l Raceway, Kent, WA. Gates open 7:30 a.m., sign up 7:30-10:00, prac. 9:30, race 10:30 a.m. Entry: Pee-Wees $5, Amateurs $8, Pros $13. Watch for $3.50. 5 ft. trophies at end of series. Info: 206/631-1550.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

OMRA 100 MI CROSS COUNTRY
Bend, Oregon. Sponsored by Cascade MC. For info: 503/389-3795 days; 382-0061, 382-3837, 382-8528.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CRC PRESENTS

OUTLAW GRAND PRIX

SCHEDULE

8:00 - 8:30 Practice
9:00 - 9:45 0-200cc
10:00 - 10:45 Over The Hill Gang
11:00 - 11:45 250cc
12:00 - 12:30 Practice
1:00 - 1:45 Sr. & Jr. Sr.
2:00 - 2:45 Open Class
3:00 - 3:45 Unclassified (non-members)

- Sunday March 4
- Riverside International Raceway
- Each Class Races 45 minutes
- Information: 714-689-6114 (Days)

Entries OPEN NOW! In large classes the start position will be determined by postmark.

CRC members may enter the Unclassified (non-member) race. No post entry penalty for 2nd class entered.

NUMBERS WILL BE PROVIDED FOR YOUR BIKE

Everyone must go thru registration at the raceway.

Registration will be open
Sat. 2:00 p.m. - 7:00 p.m.
Sun. 6:00 a.m. - 2:30 p.m.

CRC MEMBERSHIP $10 per year

Each class races 45 min. on a long & challenging Gran Prix course.

No Play Riding
Free Overnight Camping
Mail $16.00 and 2 Self Addressed Stamped Envelopes to:
CRC
7601 Arlington Ave.
Riverside, Calif. 92503

Post Entry $20.00
Entry includes FREE GATE PASS

CRC

SUPER 20% TROPHIES
BEAUTIFUL FINISHER PINS

CRC DESERT POINTS
☐ For CRC Desert Points Check here & enter 1979 #. If not properly filled out you may not receive points. Desert #
☐ CRC Enduro members Check here
☐ CRC MX members Check here

Name _____ Age _____ Address _____
City _____ State _____ Zip _____ Phone _____
Riding Class: Beg.__ Nov.__ Am.__ Ex.__ Pro__ Senior (+40)__ Jr. Senior (+30)__ Woman__ Mini__ Unclassified (non-member)__
Make of Bike _____ CC's _____
Club _____ and or Shop _____
Signed _____ Date _____
Parent's Approval _____ (required if entrant under 18)

29th Annual 100 Miles

Hi-Mountain Enduro
April 1st

AMA sanctioned

AMA AMERICAN MOTORCYCLIST ASSOCIATION

USFS approved spark arrestor required
Green sticker or license plate required
Start/Finish: Hiway 101 Santa Margarita exit

Mail $12.50 Post $15 3 Man Team $3 extra per team
Info: 805-544-0448 805-541-2413 805-543-2338

Classes
A, B, C
125
200
250
Open

C Riders
first loop only
less than 50 miles

Mail S.A.S.E. to:
Cal Poly Penguins M/C
ASI Box 111, Cal Poly
San Luis Obispo, CA 93407

A.M.E.
Sanctioned
1st & 3rd Sundays
Sprockets Park
Post Entry Only
$9 Sportsman/$13 Pro
2nd & 4th SUNDAYS
Indian Dunes
$9 Sportsman/$13 Pro
Post Entry Only
Membership Required
AME, P.O. Box 1421, Reseda, CA 91335
213-881-5778

CMMC
Minicycle Motocross
Barona Oaks
1st & 3rd Sundays
Classes: 50cc-125cc Nov, Int, Ex
Ages: 3-18 yrs.
100% spectator visibility
Gate fee $2.50 adults, under 16 Free
Overnight camping
33% trophies
From the North — 20 miles east of Escondido on Highway 78
From the South — 12½ miles north of Lakeside on Wildcat Canyon Rd.
Orange Co. 714-496-2568
San Diego Co. 714-448-7885

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2-40 minute motos
Sportsmen — 2-30 minute motos
Info: 714-495-4771

Mark it on your calendar!
on...JULY 14, 1979...the Coca-Cola SUPERBOWL of MOTOCROSS RETURNS TO THE L.A. Coliseum!

GNC Contingency Sponsors
Hi-Point Racing Products, Scott USA
Robert Bosch Corp., Howard Racing, Inc.
GNC Astrodome Finals March 18, 1979

WANT ADS

Help Wanted

Parts & Service Mgr.
Small Harley shop. 5 years min. exp. Must be up to date on latest Harley models. Salary + commission. 12 mos. riding, Sunny South West. Call Wyndy person to person (915) 592-0666. After 7 p.m. call (915) 565-1632. (4)

$$$$$$$$$$$$$$$$$$$$$$$$
If you are an experienced MOTORCYCLE or car SALESPERSON and like to make top $$$ with great company benefits. Join the team at one of the largest volume HONDA STORES — So. Cal — LONG BEACH HONDA. West or Roy (213) 423-1433. (6)

Parts person
Kaw./English exp. desired. Must be good on counter. Pay commens. w/ability. Solid future possible. COMPETITION MOTORS, 8300 S.W. Barbur Blvd., Portland, Oregon 97219. Phone (503) 245-3181. (5)

*****Kawasaki mechanic*****
J & S CYCLE CENTER, Waco, Texas. (817) 753-4942. (8)

Yamaha and Suzuki mechanic
3 years active new motorcycle dealer experience needed, must be neat and clean, willing to work, good salary plus commission. Send resume to: Danbury Yamaha, Inc., 87 Mil Plain Rd., Danbury, CT 06810. (5)

Colorado job opening
Experienced chain saw, small engine mechanic. Large motorcycle, chain saw dealership. UNCOMPAHGRE EQUIPMENT CO., P.O. Box 1645, Montrose, CO 81401. (303) 249-5783. (5)

Suzuki mechanic
Experienced preferred, modern air-conditioned service area, permanent year round position. Excellent benefits. Looking for man with high goals and positive attitude. Send resume to: TABERS CYCLE SALES, INC., 1320 Blackhawk Road, Moline, IL 61265. ATTN: Wayne Taber. (309) 762-2429. (8)

S&W
ENGINEERED PRODUCTS

OPPORTUNITY TO JOIN the leader. S&W is growing again and needs a manufacturing foreman. Experienced in light mechanical assembly & packaging. Knowledge of motorcycle suspension and engine components desirable. Liberal fringe benefits. (714) 527-1641 or (213) 581-1402. (4)

WANTED: Experienced Yamaha partsman. 5 day week. (213) 635-8058. (44/TFN)

Honda mechanic
Lots of work. Top pay and benefits — 5 days. (714) 531-0742. (42/TFN)

Service Manager/Mechanic
Mitch Mayes Lancaster Yamaha looking for qualified combination service mgr. and mechanic to run service dept. Excellent opportunity for aggressive person in high volume store. Located in beautiful high desert area. Ask for Ron or Mitch (805) 942-9624. (6)

Honda mechanic wanted
One of Southern California's largest Honda M/C dealers is looking for an exp. Honda mechanic. Commission, insurance, and profit-sharing. Guaranteed year round work. Contact Allen or Gary at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA 91761. (213) 331-7115 or (714) 983-0695. (45/TFN)

Sales Representative
Representatives wanted — sell world famous moped. Very competitive price, excellent commission. Contact: AMERICAN JAWA LTD., 185 Express Street, Plainview, NY 11803. (6)

Motorcycle mechanic
Yamaha experience preferred. Northwest's leading Yamaha dealership has opening for qualified journeyman mechanic. Excellent, fully-equipped Service Department. Send resume, work and salary history to Bruce Holland, c/o CYCLE CRAFT, INC., 752 So. 108th, Tacoma, Washington 98444. (6)

Development Technician
Development Technician with creative imagination to develop chrome accessories for new model motorcycles. Must be experienced with all standard power and hand tools. Contact Larry Bradford, TRIPLE A ACCESSORIES, 227 E. Compton Blvd., Gardena, CA 90248. (213) 321-8531 ext. 201. (4)

Parts position available
Opening available for parts and accessories dept. Assit. mgr., must have Har-Dav experience and be willing to learn Honda & Yamaha. Xlnt. company benefits. This is a golden opportunity for the right person. Send resume and salary requirements to LOS ANGELES HARLEY-DAVIDSON, 2531 S. Main St., Los Angeles, CA 90007. (TFN)

Career opportunity
With retail motorcycle accessory/sporting goods business. Sales experience required. Send resume of employment and biking history to: F.D.F., Box 518, Goleta, CA 93017. (5)

Partsman wanted
Must be experienced or parts mgr. possibilities. Will start @ $4.00/hr. with immediate advancement to the right person. Encinitas, N. San Diego County area. Will be dealing with Honda, Huskys, Bultacos, and KTMs. Ask for Tim or Allen, ALBA HONDA, 328 El Camino Real, Encinitas, CA 92094. (714) 436-9771. (4)

Auto Partsperson
Import experience with Honda car & cycle parts preferred. Great opportunity for right person. L.A.X. area. Contact Bill Paine (213) 649-2440 or (213) 776-7055. (3/TFN)

WANTED: Mature person with motorcycle experience to take charge of parts dept. of large major franchise store in Long Beach area. Send resume to P.O. Box 3704, Long Beach, CA 90803. (48/TFN)

Experienced mechanic
Good pay and fringe benefits. Also needed 1 Counter Partsman. (213) 674-1431. (4)

Business Opportunities

KAWASAKI, KTM, CAN-AM & VESPA dealership for sale. Located in a good location on the California Central Coast. Includes Franchises, stock, equipment, and value of intangibles. Call or write for information. CENTURY 21 WARTHEN REALTY, 297 Santa Rosa St., San Luis Obispo, California 93401. (805) 541-1922, ask for John. (5)

Husqvarna KTM SWM Store
In Northwest city of 350,000. Gross about ¼ million with good net to owner operated store. Includes more than $25,000 in parts alone, full price $45,000. Call for details (206) 892-3647. (5)

Honda-BMC
Dealership for sale. Major Western Oregon city with large market area. Gross business over $450,000. Down payment less than inventory. Contact Bob Foley, (503) 245-4464. INTERNATIONAL BUSINESS ASSOCIATES, 8200 S.W. 19th Ave., Portland, Oregon 97219. (4)

Very good business opportunity
Established in 1970. Husqvarna, KTM, Hercules, Montesa, Kawasaki. Year round business. Snow mobile & auto repair in winter months. May buy building or long term lease guaranteed. MOUNTAIN CYCLES, INC., Box 182, Crested Butte, CO 81224 or call (303) 349-5395 or (303) 641-2772. (15)

L.A. Trade Tech. College
Performance proven since 1967, ask a graduate.
GRADUATES IN NEW POSITIONS SINCE JAN. 1, 1979;
Ms. Linda Zierer..... S&W Engineered Products
Mr. Tom Volin..... Yamaha (MX Racing) Tuner for Rex Staten
Mr. Jerry Higgenbottom..... Yamaha Motorcycle (Testing Dept.)
Mr. Pat Sheffield..... S&W Engineered Products
NEW CLASSES START SEMI-ANNUALLY, APPROX. SEPT. 15 & FEB. 1st.
If you are over 16 & a California resident, there is no tuition.
If you or a friend are a potential studnet, please save this ad! (It's sure to be a classic.)
PAT OWENS (213) 746-0800 ext. 212 INSTRUCTOR AND DIRECTOR OF MOTORCYCLE GRADUATE PLACEMENT.
I'll help you years after you graduate. Just ask Dave Arnold or Bill West or Tom Volin, the next time you go to an MX National. (4)

Motorcycle Shop
Motorcycle repair shop over $12000.00 in inventory, equipment. $6500.00. Must sell, serious inquiries only. c/o RAY ADAMS, Rt. 4, Box 479-N, Bakersfield, CA 93307. (5)

Southern Colo. Dealership
Excellent opportunity, growing community, includes two of "Big 4" franchise plus European. One ace w/building + rental, inventory, tools, P.U. $140M complete. Serious only. T.A.G., 6025 S. Normandy, Chicago, Ill. 60638. (4)

Bechelli's Racing Accessories
For sale. Serious inquiries only. (812) 579-5670. (4)

40 & 160 acres No. Cal. sale
14 miles east of Redding, Creek, Oaks & Pines. Deer, quail, dove & wild pig abundant. Fantastic riding, no B.L.M. hassles. $700.00 per acre or negotiate for cash. Contact Ron or John O'Connor (415) 792-8284 or (714) 536-5555. (4)

Don't care?
We don't care how the hell they do it in California. And since you don't either — tell the world with a top quality, red T-Shirt sent to the address of your choice for only $5.00. Send check or money order, your name, address and size desired (Small, medium, large, X-large) to CYCLE NEWS PRODUCTS, P.O. Box 805, Tucker, GA 30084. (TFN)

Daytona Superbike racers
Will your brake pads last 100 miles without fade? Fast stops, long wear with FERODO disc pads. Performance Research Organization, P.O. Box 445, Grafton, MA 01519. 617/839-6342. Or see us at Daytona in the tan Ford van (5)

YZ250E cylinder
Never been out of the box, I ordered the wrong one and can't return it. Will send anywhere. $90. 717/673-8669. (4)

Fresh XR750 Harley-Davidson
1978 frame, 75 motor, everything fresh and updated. $5,000. Also, 1977 TT500 Yamaha, new condition, $700. After 7 p.m., 801/571-4052. (5)

'69 Dodge 4 X 4 crew cab, low miles, camper, make offer. (213) 633-4440 (4)

78 TT500E
Ridden 5 times, 10 hrs. total, no wear or damage. $1200 or trade for XT500. (714) 735-3242. (4)

77¾ RM 250C
Great condition. Ridden very little, must see and ride to believe. Will include Munari boots and electro helmet. Must sell! Going off to college. $750.00 (213) 699-4723. (4)

76 250 Suzuki $500
Excellent condition, lots of extras — not raced. After 6, Tom (213) 559-6790 (4)

78 RM250 C1
Great condition, extra gears, Fox shocks available. Ask for Stuart. Days (213) 394-9991; eves (213) 552-2371 (5)

Moving must sell loved one
Honda CB-750F 1977 super clean, 6,500 Mi. $1675 or offer. (213) 540-0262. (4)

"E" model TZ 250
All new — Daytona ready, $3000. Call Bob (213) 330-4614 or (714) 598-2225 (4)

390 Husky
1977 Husky, sun rims, K & N air filter, $1400.00 or offer. (213) 424-1179 (5)

77 Suzuki RM 370
Good condition, never raced, great play bike. $725.00 (213) 594-6260 (4)

CHAMPION 750 Yamaha, complete shell, Barnes, Ceriani, S&W, Ascot proven! $1500. (714) 420-9248. (4)

75 Norton MK3 Roadster
For sale as new condition, never abused, $1600.00, expertly maintained. (213) 887-8562. (4)

Giant parking lot sale
Over 100 used bikes, most late models. Street and YZ's 1 day only Feb. 3rd, 1979 9-5 p.m. CUSTOM CITY SPORTCENTER, 15721 S. Atlantic, Compton, CA. (213) 635-8055 (4)

1974 Smuggler
18 ft. fully self-contained, sleeps 6, carries 4 bikes. 50 gal. water tank. 2 new batteries. 714/993-7546 or 209/784-5034 (5)

360 Husky WR
Curnutt shocks, Mikuni carb. Auto front end. Back injury forces sale. (213) 968-1253. (5)

TZ 250 Monoshock
Excellent condition, new Goodyears, 0 hrs. on engine. 'D' model Paul Dahmen prepared. $2500.00 714/292-5454 (4)

Lost red Doberman
Female. FAMILY BROKEN HEARTED. CRC Desert Race 1-21-79 Charlie's Place *****REWARD***** $50.00. Work 805/484-2379 or 805/484-2220. Home 805/484-1251. Call collect any time. (4)

78 YZ250E
Xlnt condition, Metzelers, White Bros. suspension, new top end, Phase II filter, matched ports, xtras. $1,250 or best. New Griffs Yamaha leathers worn 5 times, $60.00 (213) 596-9558. (4)

'77 Bultaco 370 Frontera, well maintained, $900.00 or trade for late 60's Chevy van. '75 250 Penton, very clean, many spare parts. $650.00. '71 Kawasaki A1, $250. (213) 863-7368 (5)

400 Maico
77 AW w/Fox airshox, Yam frt brake, everything else you do to them! Immact. cond. Call for fair deal. Tues-Sat 8-5. (714) 831-7471 (4)

Holeshots guaranteed
'78 YZ 400 Yamaha — like new. Meticulously maintained & set up. Whirpull, new Metzelers, chain, etc. $1300/offer. Will deliver. 9-6 Linda (415) 922-5322 (4)

Bull you say?
77 250 and 370 Pursang. Both actually ridden only 3 times. Never raced. Been in storage. Showroom condition. $600 each. (714) 996-3104. (4)

78 Husqvarna 125cc $795.
or best offer. (714) 837-9638 (4)

78 Husky 250 OR. Excellent condition, many extras $1295. (714) 962-1891. (4)

C&J 440 Honda
Bell Centerport engine, long travel frame, Marzocchi, S&W. $1000 firm. (714) 444-4003 (4)

77 Yamaha YZ 250 D
Cross-up swingarm, aluminum silencer, rebuilt shock, fresh bore, Metzelers, many extras. $875. (213) 255-6920. (4)

Complete package
'71 Dodge van — LWB -V8 — Auto — PS — PB — many extras — $2700. '75 Yamaha — YZX — 125/175 — White Bros. — much more — $400. All or separate — must sell quickly!! (714) 892-0155. (4)

Hercules 7 speed
late 78 250, enduro ready, xlnt condition, only 300 miles since new $1000. O.B.O. (213) 866-2392 after 4 pm. (4)

78 Honda CR 250R, great condition, only $1,100. (714) 521-9870 (4)

71 Yamaha 60 Mini Enduro $200. 74 Suzuki 100 TM $350 or best offers. (213) 429-1640. (4)

78 TZ750E
Ridden by #42 Steve Morehead. Parts kit & extra set of cases. Built and tuned by Bud Aksland. Ready to go. $8,500. 614/888-8720 or 614/889-1435 nights. (5)

YZ250E engine
Still in crate, with carb. 217/324-3626. (5)

Baja 1000K winner 125 Husky
1978, factory fresh engine, new tires, 2 tanks, special gearing. Also class winner Soboba G.P., Pioneer Town G.P. $800. (213) 880-4280. (4)

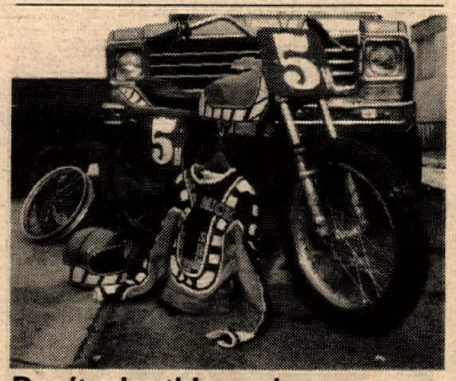
'73, 500 Honda, must sell, $700
Brown, six inch extension, Harley rear wheel, 18 inch bars. (213) 288-0452, ask for Brian. (4)

'75 YAMAHA MX 400B, CLEAN, all desert mods, 8½" travel, fresh top and bottom end, D.G. pipe, $500. Valencia. After 7 p.m. (805) 255-0439. (4)

FOR SALE OR TRADE. '70, 400 Maico, xlnt. cond., $350 or trade for 3 rail motorcycle trailer in xlnt. cond. (714) 591-1461. (4)

1977 RM 370 B
In good condition, very fast and clean, has Marzocchi forks, Moto-Tec ignition. Also stock front end. Must sell, $500.00. Randy (213) 353-7068 or (213) 248-3352. (4)

'78 Honda 250R, Montesa 250VA
Montesa — $295.00. Honda — $1,250.00. Lots of xtras, gas Ohlins. Call (714) 960-4159. (4)



Don't miss this one!
Quit racing to get married. Yamaha 250, Boss frame, $3000.00 invested, sacrifice $1600.00 firm. W/all extras, $2000.00. (408) 758-6317. (4)

Champion RM250
Excellent condition, many extras, will deliver. $950.00. (406) 443-0679. (5)

ROAD RACER TZ 750 E, $7500.00. Call Mike Cone (214) 893-1402 or (214) 893-1384. (7)

1973 Harley Sportster
Electric start, black & chrome, 8" extenstion & rake, big wheel, custom paint, lights, seat, mufflers, instruments. Mild chop. 18M miles, $2200.00. Must see. (213) 666-6548. (4)

1975 Yamaha
175 MX, many extras, never raced. Call after 6:00 p.m. (714) 256-6103. (4)

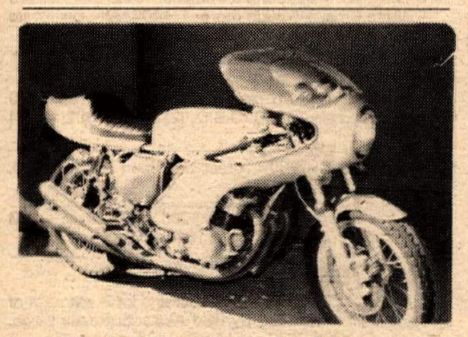
3 BEDROOM CONDO. 2 car garage, swimming pool — tennis court, $410.00/per month. Barbara Taylor (213) 866-7138. (4/TFN)

YZ125C SCALED DOWN — Sun rims (14 rear-17 front), 8 gauge spokes, Terry Kit, White Bros. Monoshock, desert tank, extras. HODAKA minus engine — Both Rebuilt and clean. $600 and $150 or best offers. (213) 941-5730. (4)

Hercules GS 175 seven speed
'76 and '77. Both race ready, complete with lights and V.D.O. Speedo. Must sell. Cost $1400.00 new. '76, $600.00. '77, $800.00. Call after 5:00 (213) 696-0489. (5)

'73 Husky 400
Like new, less than 300 mi., never raced. Mikuni carb, desert tank, extras, $695. (213) 378-1861. (7)

'77 Yamaha 400 YZ
Clean and fast, White Brothers mono kit, new bore. $695.00. (213) 630-1174. (4)



1977 Rickman-Honda 750cc
4,000 miles, Rickman frame & fairing, Lockheed disc brakes, front & rear, oil cooler, electric clock & oil gauge. Excellent condition, must be seen to be appreciated. $4500 invested, asking $3100.00. Call (213) 284-3238. (6)

'78 Yamaha YZ125E
Runs and looks excellent, $700. Also '75 Kaw. 250 F11, $400. (714) 877-5393. (4)

'78 RM 250C2
Mint cond., zero miles on complete rebuild. Must see to appreciate, $900.00 O.B.O. (213) 944-0121 Eddie. (4)

Champion frame
Less motor, fits Yam. 250, 400 motors. Wheels, glass, Betor, front end. $700. Call after 5 (209) 734-0964. (4)

WANTED ● DKW 6 speed, 125cc, low price. (209) 625-4798 evenings. (4)

'75 Husky 360 GP
Good all around condition. New brakes, some extras included. $350.00. (714) 498-2407 after 5 p.m. (4)

1935 BSA
Clean, runs good, well worth $1,200. 1976 KTM, low miles on overhaul, fast, $650. 1975 Honda 400 F, $850. (714) 960-4709. (4)

'79 Maico 400 Magnum
Ridden twice, excellent, $2,000 offer. (415) 793-3835. (4)

Wanted used stroker crank
For Honda 100 — 125. Bud Black, 1347 Santa Rosa Ave., Santa Barbara, Calif. 93109. (805) 965-2630 — collect evenings. (4)

'77 Yamaha YZ 125 D
Xlnt. cond., rebuilt shock, Metzeler tires, recently rebuilt, many extras, $650. (213) 257-3524. (4)

1977 Yamaha IT 400
Gotta sell it! Only $950. Less than 1000 miles, VDO, new tire, Phase Two. San Diego Area (714) 421-6958. (4)

'78 Yamaha XS650E
Dunlop K81s, front and rear. Quartz headlight, 800 miles, $1700.00. 9:00-5:30 (714) 735-7721. (4)

Honda Super Sport '76, 750F
Sell or trade towards mini-pick up. Yellow, fairing, rack, Kerker. Under 4,000 miles. $1500 cash or trade towards Datsun, Toyota, etc. (213) 249-5367. (4)

AMS
AMERICAN MOTORCYCLE SCHOOLS, INC.

Start an exciting career as a..

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Hodaka parts — new & used
Ace 100, Super Rat cylinders, heads, cases, gears, clutches, cranks, frames, tanks, hubs, pistons, rings, reeds, magnetos. Much more. '69 Hodaka. Must sell. (213) 633-5220 or (213) 630-6403. (4)

1974 Fifth Wheel
10 foot shop in rear, hauls four bikes, sleeps six, plus full bath. $14,000 NEW, asking $5,800. Excellent condition. CALL EVENINGS (616) 429-1998. (4)

YAMAICO/NEW 1978 Maico WR chassis set up to bolt your TT 500 engine. Complete with pipe, oil tank, etc. $1895.00. DMG MAICO, 1505 South Pacific Ave., San Pedro, CA 90731. (213) 832-6844 or (213) 833-1301. (5)

New '78 CR250R Honda!
Ridden only once! Must sell, stock except for gold rim and heavy duty spokes, perfect condition. $1,425.00 or offer. (714) 492-5660. (4)

YZ 400E — NEW, M.S. tank, many xtras. O.H. camper perf. (714) 962-0358. (4)

'76 BMW R90/6
Luft fair. + extras. $2900. (213) 379-4013. (4)

'76 Sixpack Cabover Camper
7 ft. for shortbed stepside, deluxe model, sleeps five, weight is only 1135 lbs. Desert ready. $975.00. (213) 428-1692. (4)

Sticker Freak Krause Kollection
Hot, "Professional" stickers!!! Random assortment, 25¢ a piece...FREE shipping. Hundreds available. FREE brochure!! Write, call today. KRAUSE RACING, Sticker Division, 305 E. North, Northlake, IL 60164. (312) 344-2233. (7)

CZ Specialist
Service, parts new & used. Fast UPS. SUZUKI OF POMONA (714) 623-4431. (7)

Tri Sport
3 wheeler, many extras, like new. Call after 6:00 p.m. (714) 256-6103. (4)

Jawa Speedway
Very clean, xlnt. running cond., many extras, 2 speed gear box. Moving, must sell! $895.00. (714) 744-5413, after 6:00. (4)

***** '78 RM125C *******
Xlnt. cond., stored for 3 months, Moto-Tec ignition, heavy duty rims & spokes, cut pipe, 520 chain kit, new side panels, shocks, piston & rings. Lots of xtras. $725.00 or offer. (213) 469-8731. (4)

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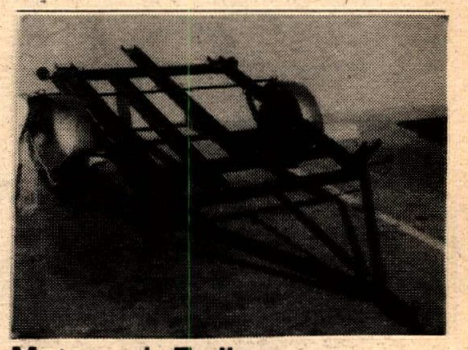

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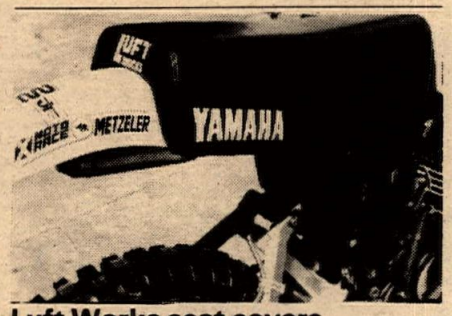

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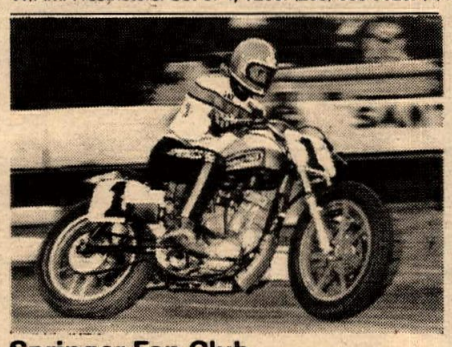

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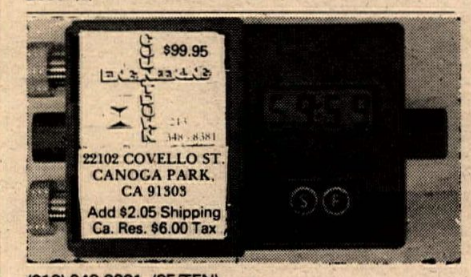

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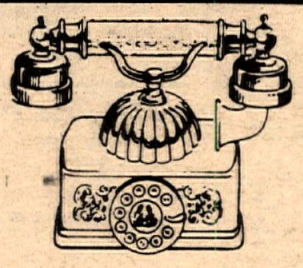

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FOR THE HARLEY-DAVIDSON "PRIDE OF AMERICAN MOTORCYCLING" SHOW

AT: Daytona Hilton Hotel
2637 S. Atlantic Avenue
Daytona Beach, Florida

WHEN: March 7-10, 1979
12 p.m.-10 p.m.

$10,000 IN PRIZES

CLASSES	PRIZES
Harley-Davidson Custom 1000+cc Motorcycles	**GRAND PRIZE:** Magnificent 16″ Gold & Sterling Silver Exact Reproduction Model of the 1903 Harley-Davidson Valued at $2,500.
H-D Custom Sportsters	**FIRST PRIZE:** Sterling Silver Belt Buckle Depicting a 1903 Harley-Davidson Motorcycle with a One-Quarter Carat Diamond Mounted in the center of the crankcase. **SECOND PRIZE:** Sterling Silver Belt Buckle with a One-Quarter Carat Emerald. **THIRD PRIZE:** Sterling Silver Belt Buckle.
H-D Custom Big Twin (1200+cc's)	**FIRST PRIZE:** Sterling Silver Belt Buckle with a One-Quarter Carat Diamond. **SECOND PRIZE:** Sterling Silver Belt Buckle with a One-Quarter Carat Emerald. **THIRD PRIZE:** Sterling Silver Belt Buckle.
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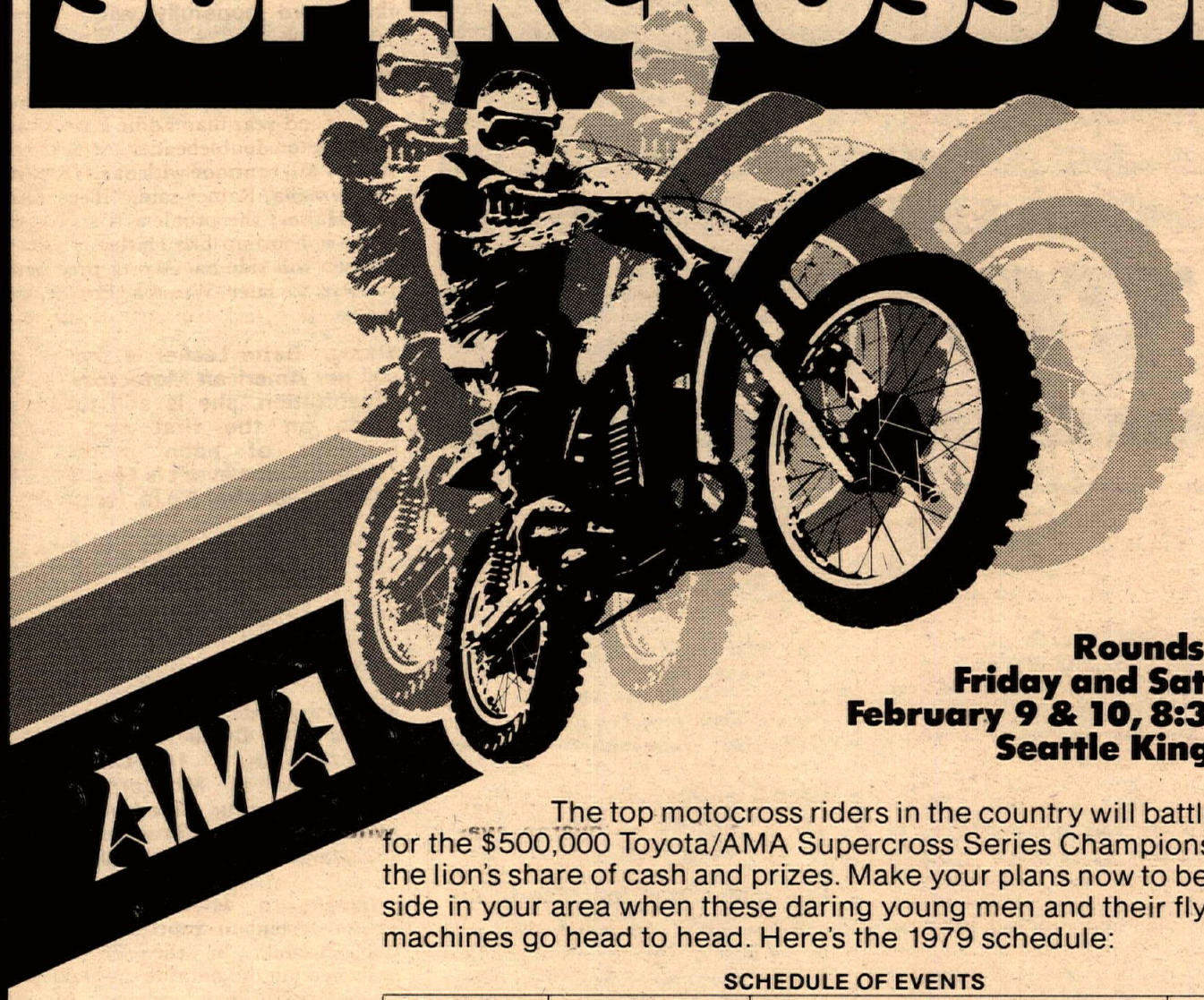
Vintage Post-1925	**FIRST PRIZE:** Sterling Silver Belt Buckle with a One-Quarter Carat Diamond. **SECOND PRIZE:** Sterling Silver Belt Buckle with a One-Quarter Carat Emerald. **THIRD PRIZE:** Sterling Silver Belt Buckle.

To enter the **"Pride of American Motorcycling,"** please send a color photo of your handsome machine directly to the Harley-Davidson Motor Company, Inc., P. O. Box 653, Milwaukee, Wisconsin 53201, Attention Mr. T. C. Bolfert (Phone: 414-342-4680).

All entries will be prescreened in February. All prizes will be awarded at the Daytona Hilton on Saturday, March 10, 1979.

THE $500,000 TOYOTA/AMA SUPERCROSS SERIES.



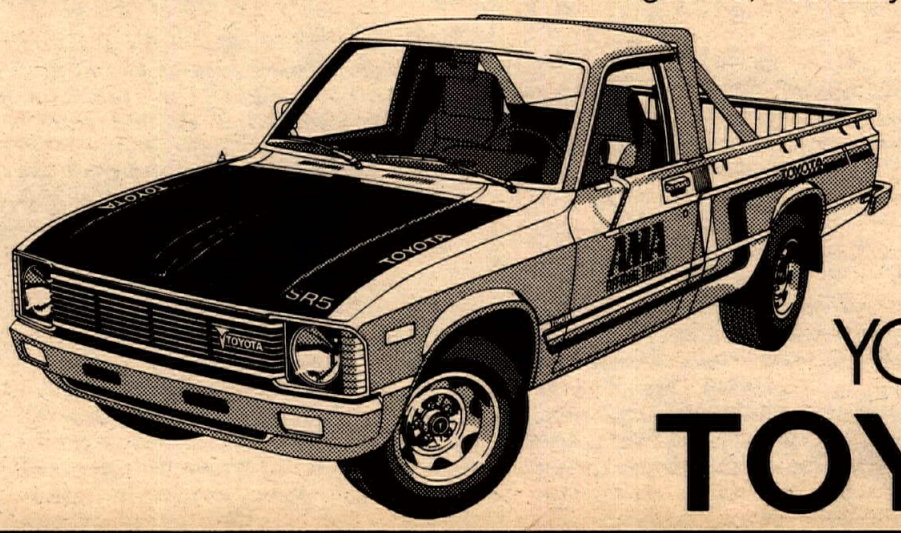
Rounds 2 & 3
Friday and Saturday,
February 9 & 10, 8:30 p.m.
Seattle Kingdome

The top motocross riders in the country will battle it out for the $500,000 Toyota/AMA Supercross Series Championship and the lion's share of cash and prizes. Make your plans now to be trackside in your area when these daring young men and their flying machines go head to head. Here's the 1979 schedule:

SCHEDULE OF EVENTS

ROUND NO.	DATE	PLACE	WINNER
1	January 28	Oakland Coliseum	Jim Weinert
2 & 3	**February 9-10**	**Seattle Kingdome**	
4	March 3	Atlanta Stadium	
5	March 10	Daytona Speedway	
6 & 7	March 16-17	Houston Astrodome	
8 & 9	April 28-29	Pontiac (Michigan) Silverdome	
10	June 2	New Orleans Superdome	
11 & 12	July 6-7	Three Rivers Stadium (Pittsburgh)	
13	July 14	Los Angeles Coliseum	
14	November 10	Anaheim (California) Stadium	

Toyota—Official Truck of the American Motorcyclist Association.
Test drive a tough Toyota truck at your local Toyota dealer. And see the Official Truck of the AMA at the Seattle Kingdome, February 9-10.



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ON THE FRONT PAGE: Houston's in the wings, and after that's a whole new season of R.J. Reynolds-sponsored (Winston Pro) racing. Who'll come out on top? Check p. 8.

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VOICES

Not even mini-trophies

Would you ride with a club that promotes a race knowing that they will only trophy the Expert class? Such was our experience at a SRA Riverside Team Race.

After paying $12 each for two mini-bike riders along with four gate fees of $4 each for a total of $40, we were surprised when the only class trophied in the various mini team categories was the Expert class.

To our disgust, we learned this is standard policy (not by official admission but by comparing notes with riders that ride regularly in SRA events.)

We would like to apologize for accusing a father of encouraging his son to cheat when he told him to move up from the Novice start line to the Expert line after his number was taken down by officials. The father claimed that it would be a race against the Expert Mini team as this was the only class SRA would trophy. Naturally, we thought this was B.S. When the long-awaited results came out, B.S. turned into the truth; the only mini team to trophy was the one and only Expert team. Why weren't all mini teams placed on the same start line?

I called SRA after the results came out, and they couldn't see any injustice in their policy nor figure out why I was so irate. Forty dollars didn't seem like any big deal to them nor did the fact that ever kid entering a mini team race, in essence, is handicapped by being kicked up to Expert classification.

It is not only self-defeating for the kids; it is self-defeating for SRA when there are other racing organizations with more to offer and fairer standards!

HAP STUEBNER
Monrovia, CA

Another Phantom Duck donation

Please forward this small contribution to the Phantom Duck of the Desert's legal fund. As a former member of an AMA District 38 motorcycle club that defied the Bureau of Land Management way back in 1973, I really was encouraged by the Duck's contribution to off-road riding and to the continued use of our deserts and public land.

I want you to know that your publication is truly a fountain of information to dirt riders.

BOB HALSTED
San Diego, CA

The Duck thanks ya, Bob. And so do we for the compliment. People who want to add to the Duck's growing legal defense/attack fund should not send their contributions to Cycle News, *however, but to the following address: Phantom Duck of the Desert, c/o Rick Sieman, 17619 Los Alimos St., Granada Hills, CA 91344...Editor*

Digitronics' trail tough to follow

In the Jan. 31 issue of *Cycle News*, in the article "Championship Enduro — Time keeping to win" there was a photograph of a Digitronics Chrono-Computer.

I purchased one in July, 1978 that came with a six-month guarantee. In December, 1978, when I took my computer to be repaired, I was surprised to find that the company had moved and left no forwarding address. (Even a letter I mailed was returned by the post office unopened.)

On behalf of all the motorcycle enthusiasts that purchased a Digitronics Enduro Computer I would appreciate any information regarding the present address of the company.

EARL MILLS
Huntington Park, CA

We've tried to contact the Digitronics people with no luck at all, Earl. We checked our ad files (Digitronics ran in Cycle News Want Ads last year); we tried calling contributor Larry Langley who wrote our "LCD Enduro Clocks" shootout article that appeared in our Nov. 15 issue; and of course, we tried going through the phone company to get new numbers of the company and/or its owner. All attempts drew blanks. Perhaps one of our readers can help...Editor.

Coming home...

I am stationed in Germany doing my time for Uncle Sam, but I have a subscription to your newspaper which keeps me up to date on the efforts to save our desert riding areas. Before I joined the Army, I used to race in the D-37 Trailbike class. Quite frankly, I've been worried that by the time I get home again, there would be no more desert racing as I know it.

What I'm trying to say is that a lot of fine people are doing a great job to save our riding areas. Although I can't be there personally to add support, I'm with you people all the way.

Thank you gentlemen, for your efforts. It gives me something to look forward to going home to.

GLENN HATZENBUHLER
APO New York

Would you rather switch — or fight?

In regards to Jim Turner's letter and your coverage of the Indian Dunes round of the Golden State Series in *Cycle News*, Issue 3, January 31, 1979: I agree with Mr. Turner's ideas about slower, safer motocross, but I don't agree with the statement you printed about the Shadow Glen course being one of the neatest track seen in years. I think the track had one of the most dangerous starting areas I've ever seen.

I saw several riders go down in front of the first turn and one of them was my friend Chris Heisser. Chris was near the front of the pack when he fell and he was run over by riders who were going full out in sixth gear. Chris went home after his 20 second race with a broken leg. It will probably cost over $1000 for Chris to have raced that day. Chris will be out of commission for a while which means no money will be spent by him on practice sessions or racing.

Other riders were hurt in the exact place on the track as Chris. One of them was Tony DiStefano. I saw more than four pileups at the first turn. One race even had to be restarted.

The promoters and track owners are hurting themselves as well as the sport.

What we need are shorter, safer starting areas. Both tracks at the Dunes are too fast and dangerous and this will have to change before you'll see me back on those tracks again.

I've been to Sprockets Park in Bakersfield, CA where they had a third gear starting area. I don't know if they still do or not, but it worked. The turn still thinned out the pack enough with the riders going slower.

Many changes need to be made. The track owners complain of the cost of these changes. Which is more important, making the changes and having riders come out to the tracks, or not making the changes and losing gate and entry fees?

GLENN K. SCOTT
Thousand Oaks, CA

We're sorry to hear your friend didn't make it past that first turn and we hope Chris won't be out of action too long. Various track conditions and exactly who should shoulder the responsibility of rider's safety has recently become a touchy subject. On the other hand, no rider is forced to participate in a race he feels may be dangerous to his health. The rider must be responsible, in part, for his own decision to enter any race. Jim Turner's suggestion to "stand up at your next rider's meeting and voice your opinion before it's too late" is a good one. Remember the old saying, "there's safety in numbers?" The more riders you can get to agree about unsafe track conditions at any given location will help serve as a lever to motivate track owners and promoters to do something about it...Editor.

It's orange. And it's ripe.

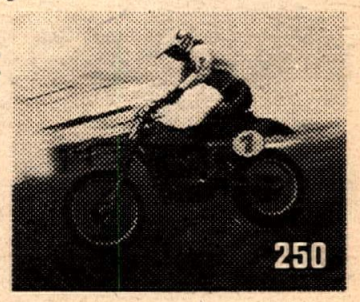
MX-5 can-am

Out on the dirt of America, there are far fewer oranges than reds and yellows. No matter. We grow our Can-Am motocrossers to outperform the opposition, not outnumber them.

Since it first started life with impressively powerful, bulletproof engines developed by our own Rotax division, the MX line has been ripening steadily. It has shed weight, sprouted 38 x 270 mm magnesium air forks, a fully floating rear brake, a low center-of-gravity chromoly frame. And a reputation for handling performance to match its powerplant performance.

This is the picking season. We've made dozens of improvements in our oranges to suspension, steering, engine, clutch, gearbox. And the only part of them you could mistake for red or yellow is the price.

MX-5 is ready. And the time for you to switch to Can-Am is ripe.



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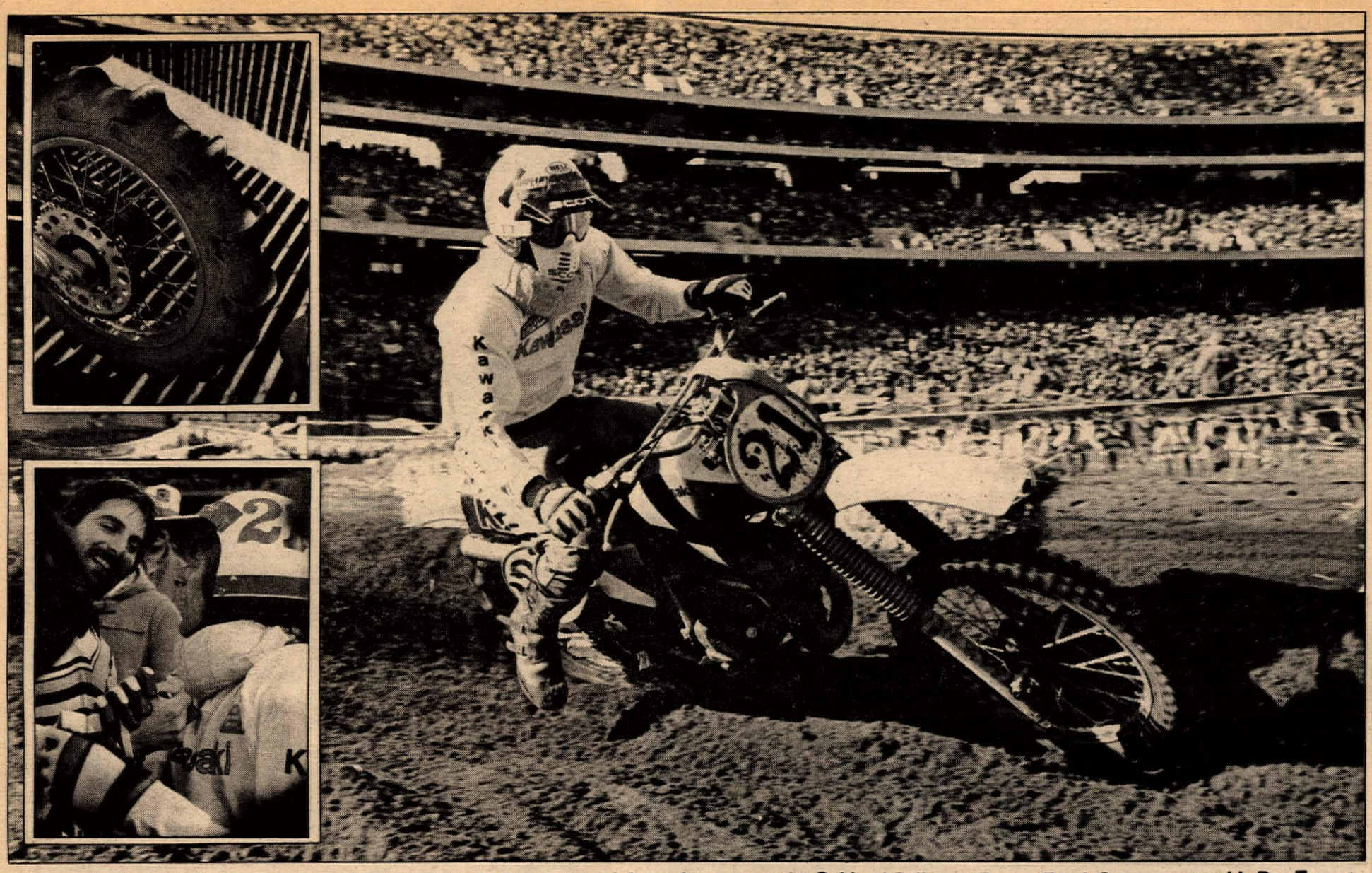


Jimmy "The Jammer" Weinert led every lap of his qualifying moto and the main event at the Oakland Coliseum Toyota Truck Supercross on his Roy Turner-tuned Kawasaki. (Insets) Jammer ran the weirdest tire ever, The Hooker. Kawasaki teammate Brad Lackey was on hand to congratulate his friend.

AMA/Toyota Supercross Series — Round one

Champagne Jam(mer) opens '79 season

By Charles Morey

OAKLAND, CA, JAN. 28

Jimmy "The Jammer" Weinert, winner of the Oakland Coliseum Toyota Truck Supercross, sat astride his Roy Turner-tuned works Kawasaki, consoling runner-up Bob "Hurricane" Hannah as he prepared to uncork his champagne and use it as a crowd control device on the hoard of photographers surrounding him.

"Hey!" said Weinert to Hannah, "We'll be racing all year... that was a good race!"

"I still can't believe it..." Hannah replied, then turned to announcer Larry Huffman. "The ol' man tore me up!" he told the near-30,000 spectator contingent through Huffman's microphone.

Weinert laughed, shook the bottle, and doused everyone who'd assembled around him atop the Toyota Tower Jump.

"What about the tire?" Huffman wanted to know, "Did it work?" He was referring to the sand tire Turner had bought in a retail store to experiment with, a paddle-wheel-looking device with scoops placed every four inches or so around its circumference. Weinert had the only one at Oakland, and he'd been producing roosts four-times as large as anyone else's with it all afternoon.

"Well, it didn't help much at all," sly Weinert replied, "but it sure psyched-out the competition!"

Huffman completed his on-the-spot interview, and the top three: Weinert, Yamaha's Supercross Champ Bob Hannah and third placer, Team Honda's Steve Wise, headed for the press level of the Oakland Coliseum to play question-and-answer.

It was a sore-but-happy Weinert who led the three-man procession. Sporting a quickly-fabricated neck brace throughout the day, Weinert was riding with a pulled upper back muscle suffered in a crash on the previous day. The neck pad minimized irritation of the painful injury on the rough, sandy track.

Weinert's one-off Kawasaki, with its controversial tire, had led every lap of his qualifying moto and every lap of the final event. It's a prime example of the specialization of this year's new Supercross machinery seen at Oakland: Lighter, quicker-handling at the sacrifice of extreme long travel suspension and tuned for torque to pull out of stadium tracks' tight, soft-surfaced turns.

"We let the mechanics build their own way," Kawasaki team manager Dennis David explained. Turner's machine, which grazes the weight limitation rule, utilizes a frame from a 125cc motocrosser, his 250cc works motor and shortened suspension components. And a very funny-looking tire.

Likewise, the Hondas, Suzukis and Yamahas have a new shorter look about them. And it's just the ticket for Supercross.

Qualifying motos

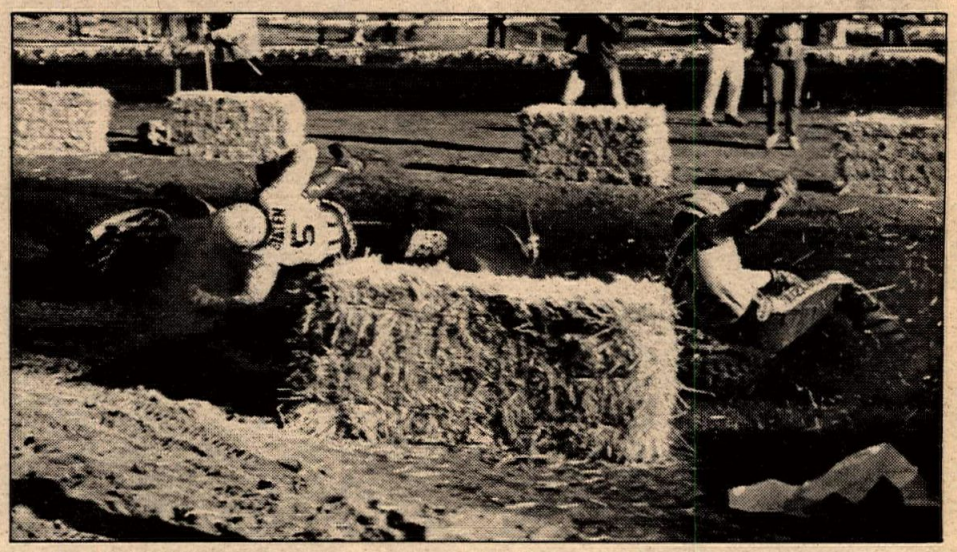
Weinert began his hot streak immediately, jamming to the front of the first qualifying moto where he'd stay to take the checkered flag 10 laps later. Behind him, however, an elbow-bumper developed between Suzuki's Darrell Shultz and Yamaha's Bob Hannah. After stalling once, at the halfway point when he attempted to pass Shultz, Hannah finally stuffed in under the Suzuki rider on the next time around to secure his second place finishing position.

Mike Bell, Hannah's Yamaha teammate, worked his way up from a midpack 11th-place start to follow Shultz across in fourth. Marty Moates, riding an LOP Yamaha, took fifth, the final transfer spot into the main event.

Qualifying moto two saw Las Vegas' Lenny Giger keep his Honda ahead of Team Suzuki's Danny LaPorte until Giger fell a couple laps later. LaPorte then inherited the lead and Danny

(Above) Steve Wise put in an outstanding day, working his way up from mid-pack to third. (Below) Bob Hannah chases Team Suzuki's Darrell Shultz.

Dicing for the lead in their qualifying moto, Rex Staten and Kent Howerton tangled off the Toyota Tower Jump. Both remounted; Staten won the moto.



Turner, who'd worked his way up from a sixth place start, held second ahead of DG's John Savitski, Giger who'd recovered in fourth, and LOP's Ron Pomeroy.

A series of minor get-offs and stalling of motors reshuffled the pack during the next few laps. LaPorte stalled but lost no positions; Pomeroy stepped off and dropped a couple spots but regained them, as did Savitski after he stalled his Yamaha.

In the end, LaPorte took the flag followed by Danny Turner, Savitski and Pomeroy. Steve Wise, who'd crashed and dropped back from fifth to 15th on the opening lap, pulled off a remarkable recovery ride on the last lap, moving up from ninth to take the final transfer spot, fifth, on one lap.

Marty Smith and Mark Barnes crashed in turn one as the third qualifying moto got underway, and a fierce duel between Yamaha's "Rocket Rex" Staten and Suzuki's Kent "Rhinestone Cowboy" Howerton began. David Taylor held third.

The two factory riders went at it for the first half of the 10-lap moto; then Howerton encountered a lapped rider and was bumped over a tall, sandy Oakland berm. He recovered immediately and took off after Staten. Then, on the tallest jump on the stadium floor, the leaders collided midair!

Staten was forced to take a different, wider line through the turn before the jump when a lapped rider occupied the inner groove. He passed, then cut back diagonally across the ramp toward his inside line as Howerton squared the turn and shot up inside the lapped rider. They left the ground simultaneously, and from that point on, the laws of physics took control.

Both said they saw the other out of the corner of their eyes just before the moment of impact. The Yamaha and Suzuki smacked together just a few feet above the ground, and both riders and machines went sprawling. Amazingly, both hopped up quickly and restarted before third placer David Taylor could pass!

Staten got going first, and although Howerton was able to close on him, Rex won the heat. Howerton finished second as Taylor held his solid third. Jim Turner charged up from a 10th place start to take the fourth qualifying slot and Mary Smith, riding a hastily-prepared Honda after his works bike was stolen only six days before Oakland, blasted back from his first turn crash to take the fifth and final transfer place.

In the fourth and final qualifying moto, Rick Burgett, Steve Bauer and Eugene McKenzie tangled at the start, and Jimmy Ellis and Gaylon Mosier started a moto-long Honda vs. Kawasaki fight.

Suzuki-sponsored Scott Gillman rode in third until he stepped off near the end of lap one and started a traffic jam. Roger Brown emerged from the confusion with third, and behind him were Vince VanHook, Mike Marquez and William Johnson. By then, Ellis and Mosier were long gone out in front.

On the last lap, adding a tenser moment to their race-long duel, both Ellis and Mosier fell! Ellis got up to retain his lead and the win while Mosier held second. Brown rolled in, still third, ahead of Rich Eierstedt who fought his way up from ninth and Rick Burgett recovered from his first turn crash to take the fifth transfer place.

Two semis raised the 20-man qualifying field to 24 with the top two making the program from each semi. Honda's Warren Reid and LOP's Ron Pomeroy finished 1-2 in the first semi. Suzuki's Scott Gillman and David Wood on the All-Proof/Jim & Jim's Yamaha-sponsored YZ did likewise in the second semi. Terry Clark topped the consolation race becoming the 25th man to qualify for the 25-man final event.

Final

Old man Jimmy "The Jammer" Weinert pulled a repeat of his qualifying moto holeshot, leading Danny Turner, John Savitski, David Taylor, Darrell Shultz, Bob Hannah and Kent Howerton through the first few turns. Lenny Giger, Warren Reid and Rich Eierstedt rounded out the top 10. Roger Brown and Ron Pomeroy were involved in a first turn crash and found recovery to better than 20th impossible.

Shultz was stoked! By the end of lap one, he'd stuffed his Suzuki past Turner, Savitski and Taylor, moving into second place behind Weinert. Turner followed in third with Taylor keeping him honest. Steve Wise, 11th on the opening lap, had hustled up to fifth place ahead of Howerton, Hannah and Reid.

Then Turner bailed off: "I got a little excited at first. I've never gotten good starts before!" Turner praised his Ralph Thomure-tuned KX250 for its power. The fall dumped him from third to ninth, his eventual finishing position. Warren Reid, riding eighth at the time, also crashed and dropped to 20th.

Weinert and Shultz blazed along well ahead of a brief Taylor/Wise skirmish. Wise got past into third, then several laps later, Taylor bobbled, letting the duelling duo of Howerton and Hannah get into the four-five slots. A few turns later, on the 11th lap, Hannah finally found a way around the Rhinestone Cowboy. He was fourth, 10 seconds behind Weinert, and the race was only half over.

On lap 13, Steve Wise let Hannah past into third: "I stalled my bike on that little off-camber thing and lost a lot of room. It took me a couple laps to regain my composure!" Wise added.

At the three-quarter mark, Shultz had closed to within one second of the leader Weinert. Hannah was only two seconds back. The Hurricane closed on Shultz who seemed to be tiring.

"Yeah, I was a little too tense," he admitted later.

Hannah tried to get past, was blocked by a lapped rider, then came back to try again. On the same lap (15) he nearly bent the handlebars stuffing the Keith McCarty-tuned Yamaha in against the pole at turn one, passing Shultz as the Suzuki rider used the high, fast berm.

Hannah then closed to within two seconds of Weinert, gesturing a wide-open-throttle hand signal to McCarty as he passed the mechanics' area on lap 16. He closed to a one-second margin on the next lap!

Now it was Weinert's turn to dial win. Roy "Tuner" Turner gave him the "gassit!" signal as Weinert rocketed past.

On lap 18, Hannah crashed in the turn just before the finish line. He lost five seconds to Weinert. On lap 19, he regained two of those lost ticks of the clock, closing to a three second gap. But the Jammer was flying too, and he held on to the end.

Wise also found a way around Shultz, taking third for the afternoon. And on the last turn of the last lap, Kent Howerton followed suit, relegating his Suzuki teammate to fifth.

"I just screwed up," Shultz shrugged disappointedly. "He passed me in the last turn. I slid out."

Rounding out the top 10 were Mike Bell, David Taylor, John Savitski, Danny Turner and Marty Moates. ●

Results

FINAL: 1. Jimmy Weinert (Kaw); 2. Bob Hannah (Yam); 3. Steve Wise (Hon); 4. Kent Howerton (Suz); 5. Darrell Shultz (Suz); 6. Mike Bell (Yam); 7. David Taylor (Yam); 8. John Savitski (Yam); 9. Dan Turner (Kaw); 10. Marty Moates (Yam); 11. Marty Smith (Hon); 12. Rex Staten (Yam); 13. Rick Burgett (Yam); 14. Danny LaPorte (Suz); 15. Gary Semics (Hon); 16. Jimmy Ellis (Hon); 17. Scott Gillman (Suz); 18. Jim Turner (Hon); 19. Gaylon Mosier (Kaw); 20. Roger Brown (Hon); 21. Warren Reid (Hon); 22. Ron Pomeroy (Yam); 23. Lenny Giger (Hon); 24. David Wood (Yam); 25. Terry Clark (Yam).

CONSOLATION: 1. Terry Clark (Yam); 2. Rick Cage (Hon); 3. Jim Lesniewski (Mai); 4. Rich Eierstedt (C-A); 5. Scott Jordan (Suz); 6. Roger Jones (Hus); 7. Timothy Richardson (Yam); 8. Daniel Waller (Mai); 9. Robert Reisinger (Kaw); 10. Bill Grossi (Mai); 11. Michael Preston (Suz); 12. Charles Halcomb (Hus); 13. Mike Marquez (Yam); 14. Mike Johns (Mai); 15. Pat Wilson (Hon); 16. David Bowman (Hon); 17. Patrick Snyder (Mai); 18. Rick Hill (Mai); 19. Eugene McKenzie (Hus).

Winston Pro

Lookin' down

"It's going to go right down t

Steve Eklund: precision in motion.

By Dale Brown

The 1978 American Motorcyclist Association Grand National Championship/Camel Pro Series was one of the best ever. The Championship title, a year long duel between Steve Eklund and reigning champion Jay Springsteen, went right down to the final straightaway in the final race before Springsteen finally won his third Grand National title.

Things aren't going to be any easier for Springer in '79.

As the Winston Pro Series (the R.J. Reynolds Co. who sponsored the Camel Pro Series for the past four years has consolidated all its motor sports sponsorship under the Winston label) kicks off with the Houston Astrodome double header, Steve Eklund will be back under his Mario Zanotti sponsorship. Eklund won both Houston races in '78 to start up an effort that came about 20 feet short of taking the Number One plate. 1979 could be the year that he comes up on top by 20 feet.

Skip Aksland, highly skilled in both dirt track and road racing, has teamed with Mert Lawwill, who tuned some of the strongest Harley-Davidson XR750s in existence. On paper, Aksland's program looks to be the best — capable of winning on both dirt and asphalt.

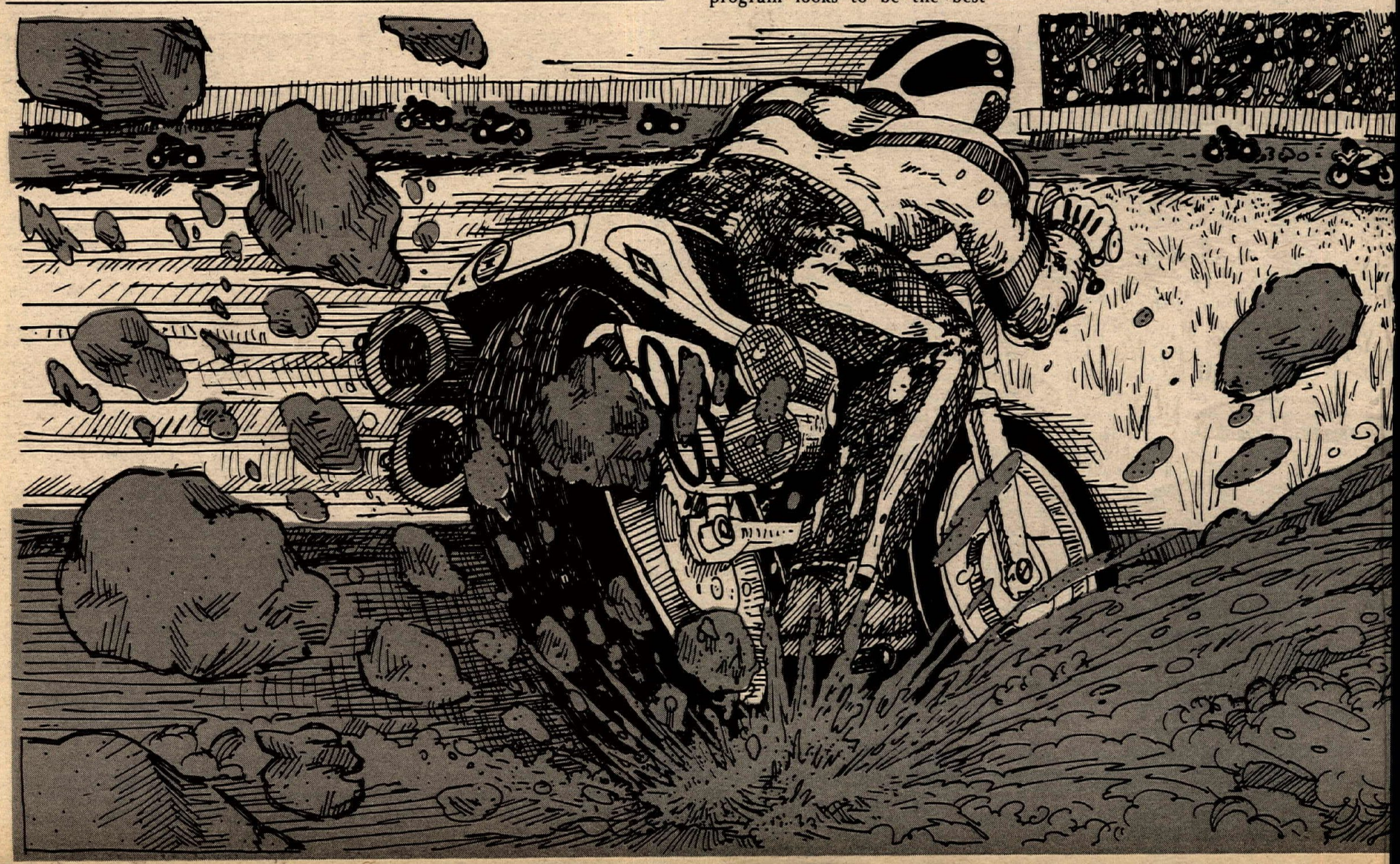
There will be 28 events on the Winston Pro circuit: nine half miles, seven miles, five TTs, five road races and two short tracks. Springer will again be limited to 23 events, while primary challengers Aksland and Eklund could race every event, though it's unlikely that Eklund will pull out his road racer unless the points battle is really close.

New stops on the circuit include half miles at Laurel, MD, Middletown, NY, and Topeka, KS.

Will #1 stay #1?

If the Winston Pro Series were a poker game, you could safely say that Springer's hand contains three aces: his Harley-Davidson factory sponsorship and its resulting alliance with master tuner Bill Werner, his versatility in riding all types of dirt events, and his ability to produce under pressure.

While Springer's bikes weren't the fastest in '78, they were the most reliable. Werner is efficient and



Series preview

the road to #1

the wire, just like last year."

—Three-time Grand National Champion Jay Springsteen

thorough — he built a bike with two complete ignitions, and to switch from one to the other takes only a flick of a handlebar-mounted switch. The possibility of a DNF due to ignition failure is practically nil.

Possibly the only problem with the Harley factory bikes was that they were down on power on the mile tracks compared to machinery prepped by Mert Lawwill, Carl Patrick and Doug Sehl. Certainly Harley can do the necessary speed work, but as of this writing, it hasn't been a high priority item. But then, the first mile race is two months away.

Springer's six-win tally of '78 was broken down into one TT win, one mile win and four half mile victories, plus two second-place finishes on the short tracks. He can win on any type of track.

The final ace in Jay's hand is probably the most important. His brilliant ride at Ascot, where he rode the razor's edge between success and disaster for 20 laps to win is an outstanding example of his ability to pull whatever talent and desire he needs from within himself and put it to work on the track.

Jay says that '79 is "going to be tougher than last year." Considering past performances, that means that Springer is going to be better than last year.

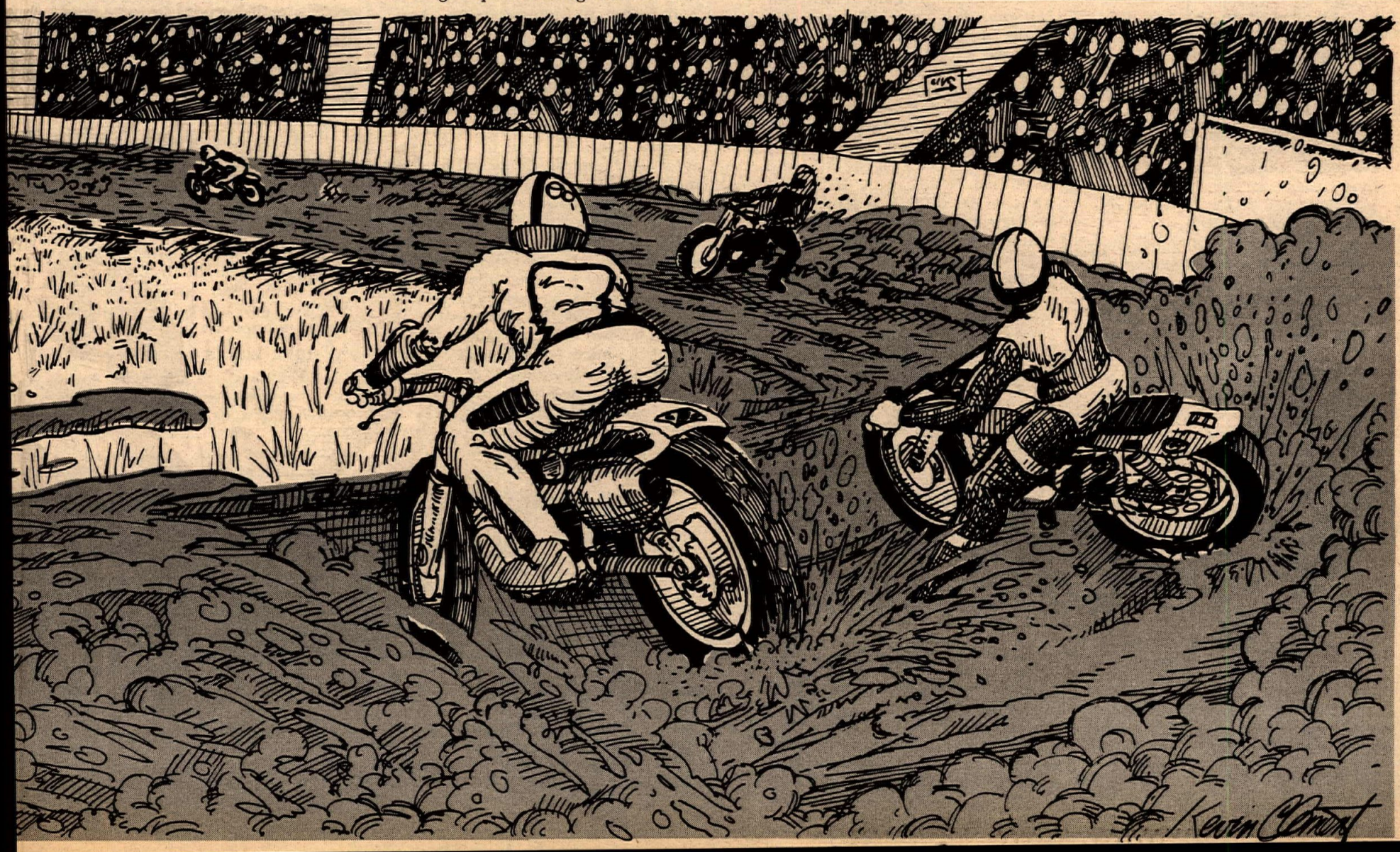
Who can take #1 away?

Again, the two leading candidates to deny Springer his fourth title are Skip Aksland and Steve Eklund. Eklund, backed by Stanford mathematician Mario Zanotti, won six Nationals last year and ended up just five points and 20 feet short after 27 races. His program is basically the same as last year with a Yamaha short tracker, TT500 and 750cc twin Yamahas for the TTs, and Harley-Davidsons for the miles and half miles.

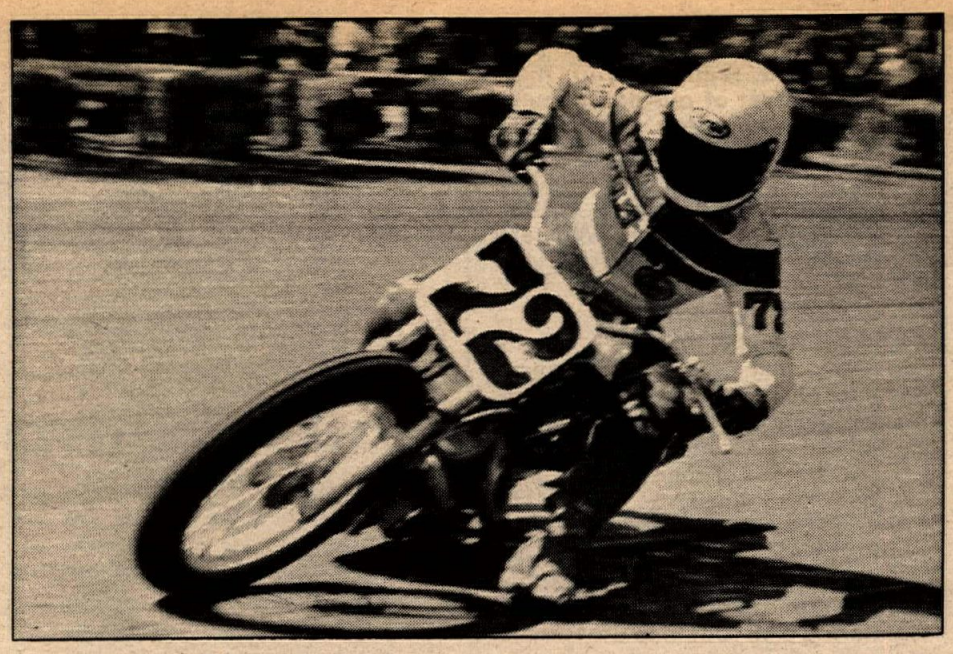
The only change is that tuner Tom Hasler, off to study engineering, will only handle the short tracker and possibly the TZ750 road racer. Harry Lillie, who tuned the only Yamaha to make a mile National last year (ridden by Don Bailey), will tune Eklund's TT500 Yamaha for the Houston TT, but a mechanic for the remainder of the season has not been found. Jim Belland will continue to build XR750 Harley engines in San Francisco and the engines will be air freighted to the races in the eastern half of the U.S.

Eklund, who has a base of operations in Illinois to make things easier when he is back east, is probably the best short track and TT rider currently on the circuit. Nine of his 11 career National wins have come on the short track and TT circuits. Of course, Steve is no slouch on miles and half miles either. He rides in a very precise manner, picking his lines and making them work for him. He is capable of turning in point-scoring rides on the

Jay Springsteen: at his best under pressure.



Skip Aksland: super-strong program lined up for '79.



Mike Kidd: joining the Army.

road race circuits, but doesn't feel comfortable on them, and will probably not road race unless the points battle is extremely close.

If Eklund is to take the title, he will have to continue his success in the short track, TT and half mile facets and improve his performance on the miles, where he placed in the top three only once last year.

Skip Aksland, on paper at least, has the best chance of anyone to win the Number One plate. Skip is the only rider actively campaigning who has both road race and dirt track National wins to his credit (one of each). Plus, the PJ1 Lubricants-sponsored machines that he will ride in '79 are among the fastest in both categories. Mert Lawwill's Harley-Davidsons, ridden by Garth Brow, chalked up three wins on the mile (where power really counts) last year. Skip will ride the Harleys in most all dirt track events, save the short tracks and the Houston and Santa Fe TTs, where he will ride his own Yamahas. For the five road races, he will use his unofficially-factory-sponsored Yamahas, and if he were to win all of them, he would have 100 clear points over Springsteen.

To realize full advantage of his program Aksland will have to improve his performance on the short tracks and TTs. If he does, watch out!

But Aksland, Eklund and Springsteen won't be riding by themselves at the Nationals. There's a whole herd of talented racers who wouldn't mind getting the largest chunk of Winston's cash at the end of the season.

Gary Scott, who had only one National win to his credit last year, but topped the field in controversy output, will be back to regain the Number One plate he won in 1975. Joining Scott's effort will be mechanic Larry Zumbrun, who will be taking care of Scott's Ossa short tracker, the venerable Triumph TT bike and Harley-Davidsons for half miles and miles. Scott is recovering rapidly from a kidney infection and is working out to regain his fitness.

"With the bikes working right and getting good starts, I can be in the top three every time. That's what it's going to take to be Number One," said Gary. Scott has a road racer, but will not ride it unless his dirt track program is going along successfully. If Scott regains the form he had in '77, where he won six Nationals, and adds a little luck and consistency to it, he's a definite threat for numero uno. His sponsors are KK Supply and Sizemore Traveland.

Gary's brother Hank is just as potent a threat to the Springer-held crown. Last year, riding Carl Patrick-prepped Harleys, he rode to three mile National wins and wound up third in the standings. This year Scott has picked up sponsorship from Sure Fire Distributing, who will also sponsor '78's Camel Pro Rookie of the Year Lance Jones.

Jones, who showed incredible promise as a Junior but was unable to break into the top 10 of the point standings, isn't a bad choice for a longshot. Jones often came up with inspired rides to gain a berth in a National, but then rode sporadically in the National itself. This could be the year it all comes together for Lance.

New on the factory Harley-Davidson team is Steve Morehead. Teaming with mechanic Steve Storz, Morehead will definitely be going for it. With a little more success on the TT tracks, Morehead could justify H-D Racing honcho Dick O'Brien's faith by challenging strongly for something that now belongs to his teammate.

Mike Kidd is another good choice for the inaugural Winston Pro Series. Last year he bravely soldiered on, telling the press that announcement of a major sponsorship package was forthcoming within a few days. Well, the wait is over. Kidd will wear Army colors as he takes to the track. Stormy Winters, who sharp-eyed readers might remember for loaning and preparing a San Jose mile-winning Harley for Skip Aksland in '77, will be turning the wrenches in the Kidd/Army effort. Kidd will be Harley-Davidson mounted throughout the campaign, and says, "It's going to be an all-out effort this year. Whatever it takes to win, I'm going to do it."

One rider who closed the year with his star on the rise was Terry Poovey. "Pooh Bear" and tuner Tex Peel have signed with Bel-Ray for the new season, and if Poovey continued his high placings he will definitely be a force to contend with.

Several riders, all highly-talented, have varying degrees of uncertainty in their plans that make their success hard to predict. Ted Boody, let go from the Harley-Davidson factory team, has his own Harleys and a chance to go with Bill Kennedy's American effort. Boody has been testing the American in Florida, and will ride it at the Houston TT, with a Yamaha for the following night's short track. But his plans for the remainder of the season are uncertain.

"I'll have either bike. Whichever one works is the one I'll ride," said Ted, who is sponsored by Arai Helmets. If he gets a good combination going, he's likely to mount the victory rostrum a number of times during the season.

Corky Keener, who also lost his full factory backing, but is still supported by H-D, was unavailable for comment as we went to press. Corky will be self-sponsored, so that means he's got a pretty skillful sponsor. Watch out for the "Grey Ghost."

Garth Brow, sponsored by Klotz and Wiseco, won three mile Nationals last year, but they were won aboard Mert Lawwill machinery. Mert is preparing an engine for Garth, but he will have to find his own mechanic. Brow will be one of the riders using Honda XR500 engines in the Houston TT.

Alex Jorgensen won't travel the whole circuit, but he could play a spoiler's role. He won two Nationals at Ascot last year, and when the circuit is out west, he could keep those big first place points out of the hands of the leading contenders for number one.

Who'll go to the head of the freshman class?

Can't really make an accurate prediction at this point, but the leading contenders are Tennessee's Scott Parker, Oklahoma's Ron Jones, Oregon's John Wincewicz, California's Wayne Rainey and Illinois' Charlie Roberts.

Who will be tops on tarmac?

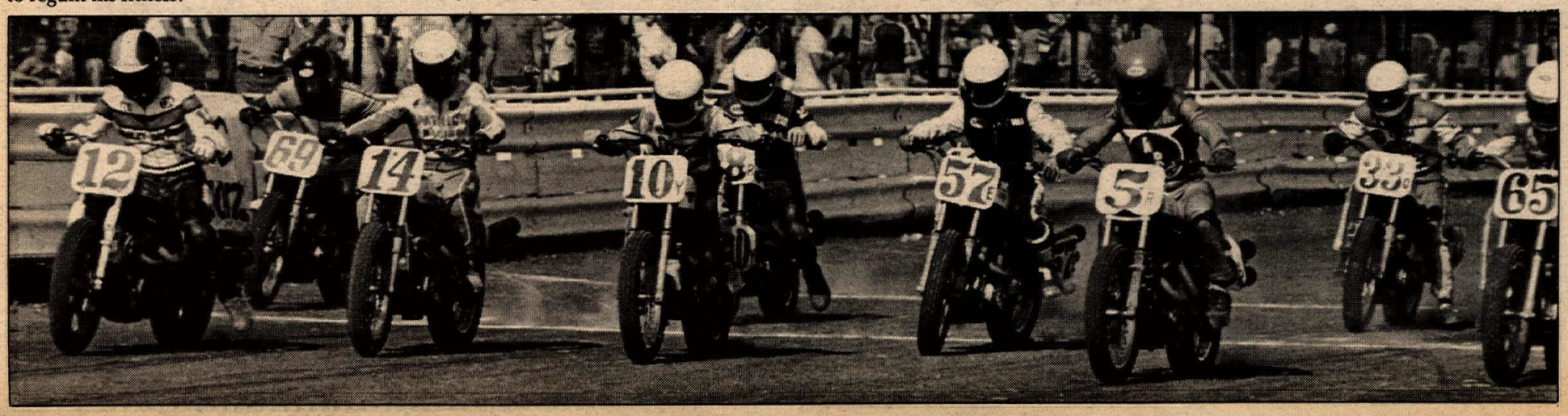
There will be three contenders for the U.S. Road Racing Championship: Skip Aksland, Mike Baldwin and Dale Singleton. Baldwin won the title last year and has signed with Kawasaki. According to the folks at Kawasaki, the big push will be towards the Superbike Production title. As of now, Baldwin will be riding the Kaw triple in the 750cc road race events. This is somewhat of a handicap because the triple is more affected by the required restrictor plates than a TZ750 Yamaha. Still, Baldwin has enough sheer talent to win on consistency alone.

Aksland will be using the five road race events to build up a point cushion over Springsteen for the Winston Pro title. With his talent and machinery, he has to be considered the favorite to take the tarmac title as well.

Dale Singleton has signed with Bel-Ray for the upcoming season. A crash last year at an F750 event seemed to cause him to lose a little steam. If he regains his Louden-winning form, and there is every indication that "The Georgia Pig Farmer" can do just that, than he will be right on Aksland's rear slick. If Aksland slips up just a bit, Singleton will burn him for the road racing championship.

All right, who's going to win?

In February, it's impossible to say. But if wagers were being placed on the bridge of the Starship *Enterprise*, the logical Mr. Spock would pick Aksland, and Captain Kirk would place his money on Springsteen. ●



(Continued from page 3)

Sophisticated readers who may react in disgust of our pathetically pun-ny *Champagne Jam(mer)* headline on the Oakland Supercross article should realize the restraint exercised by our writer. He could have titled it, Weinert "tires" the competition. (And you thought Jam(mer) was bad...)

A story going around Oakland predicted that Supercross super-promoter Mike Goodwin is considering running the season's final event, slated for Nov. 10 at Anaheim, as a two-day program instead of the standard one-day show. Stay tuned...

Jimmy Ellis came out a winner in the opening Toyota Tower Jump competition at the Oakland event, registering a 65-foot leap off Harold Murrell's monster mound. Jimmy got $100 for that jump, plus four points toward the $1,000 series jump prize offered by Toyota.

The April 1 AMA 125/250cc National Championship MX Series date at Racing World in Trabuco Canyon, CA has changed locations. The date remains the same, but the show slides over to Vic Wilson's Saddleback Park in Orange, CA. Tri-Cross Promotions is still running the event, only the track has changed.

Rex Staten raced in Africa recently, winning nine of the ten motos he entered during his three-week stay. His main competition was Sweden's Hakan Carlqvist. "Rocket Rex" made the trip as the guest of the African Yamaha importer.

Greg Arnette, who tuned for Florida MXer Kippy Pierce, is now spinning wrenches on Kent Howerton's works Suzukis.

Jimmy Ellis was having problems with his left kneecap, painful from a previous injury, at Oakland. It slowed the Team Honda rider to the point where he couldn't be his normally competitive self, and he's planning to undergo an operation to have it corrected.

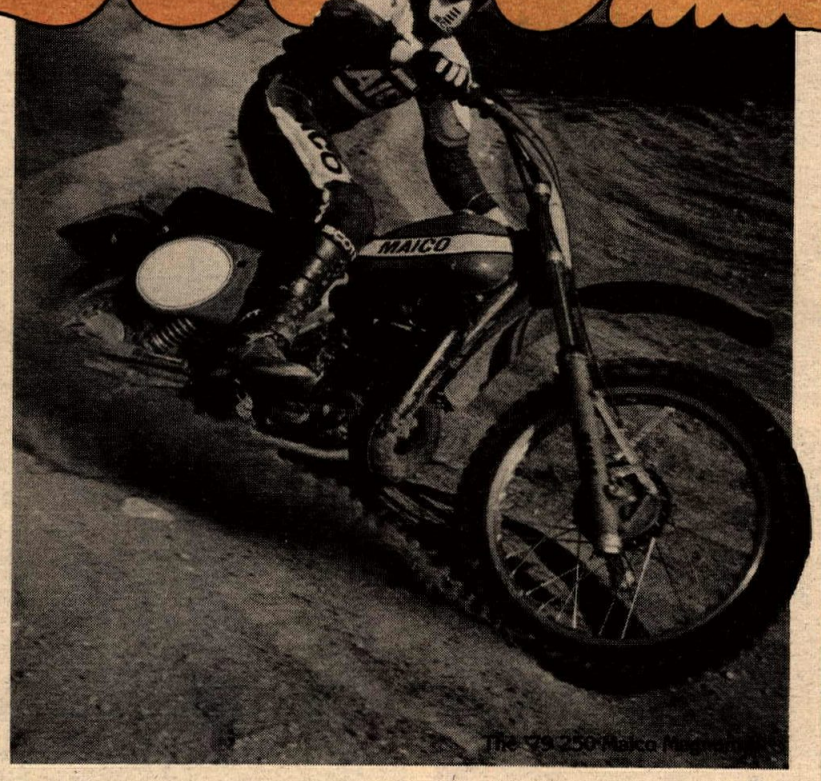
Yoshimura R&D is offering a $500 reward for the arrest and conviction of those responsible for the late Saturday night break-in at their North Hollywood location. The thieves made off with specialized CR 31mm carbs, which are only available through Yosh; Honda 750 pistons and valve springs; Honda 400 camshafts; and Suzuki GS750 cams. You can contact them at 213/985-2331.

Champion Racing Specialties, which is no longer connected with Red Line Frames, is now under the guidance of Terry Dorsch and Mike Konle. The Northridge, California based operation will full sponsor Yamaha-mounted Hank Scott in his short tracks efforts and co-sponsor Honda factory backed John Hateley.

From the Houston pre-entry lists comes the news that Gary Nixon is entered for the short track National aboard a self-sponsored Bultaco. Nixon won the first Astrodome National back in 1968, the same year he won his second AMA Grand National Championship title.

A source tells us that King Kenny Roberts will take part in a go-kart race which will be held during Daytona Cycle Week '79. Where? When? Stay tuned. ●

250 Class



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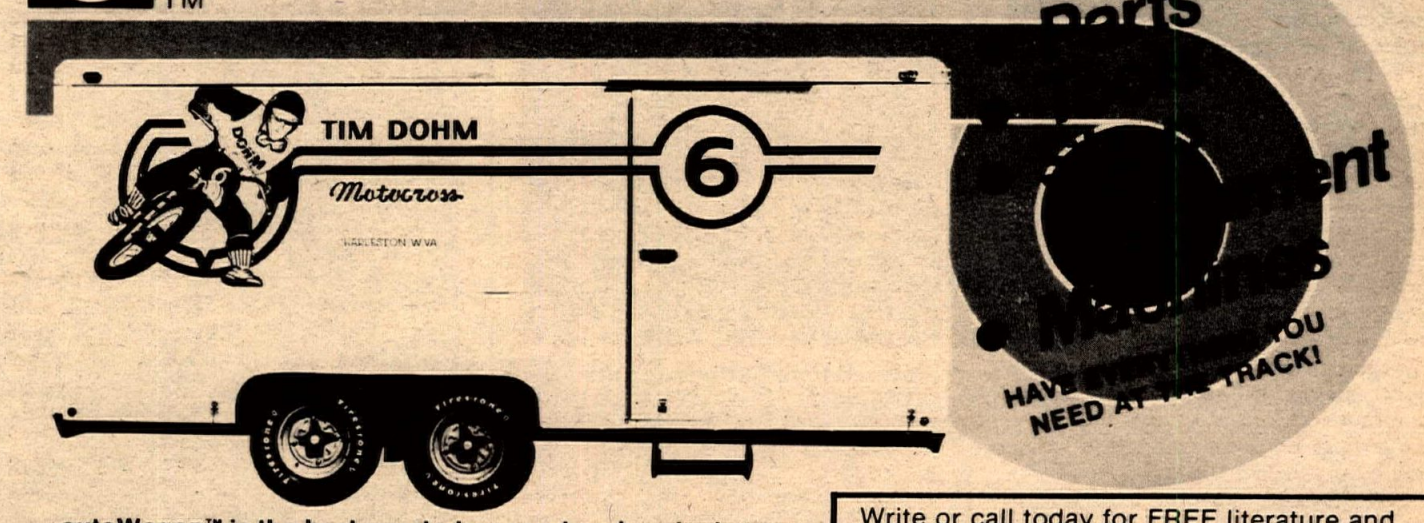

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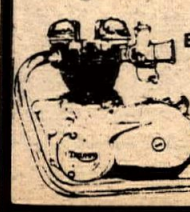

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(Above) Danny Chandler flew to a third consecutive win in the 250cc class. (Below) Mike Tripes (86) takes a holeshot in Open competition.

(Above) Bob Elliott won the Open class. (Below) Donnie Cantaloupi, the 125cc winner, flees from the pursuit of Broc Glover.

CMC/Suzuki Golden State Series — Round four

Cantaloupi, Chandler, Elliott corral Carlsbad

By Brian George

CARLSBAD, CA, JAN. 28

Sun, clouds and a little rain symbolized round four of the 1979 Continental Moto-sports Club Suzuki Golden State Series; almost nothing was consistent. Mechanical failures took their toll on moto winners Broc Glover and Brian Myerscough, and consistency proved to be the key to winning Sunday. Bob Elliott took the Open class overall victory and Donnie Cantaloupi racked up another 125cc win, but neither rider scored a moto triumph. The only double-moto/overall winner was Chandler, in the 250cc action.

Cantaloupi went 2-2 on his Moto-X Fox Yamaha in the 125cc Pro class and took the overall, beating Team Yamaha's AMA 125cc National Champ Broc Glover, who had bike

problems for the third week in a row.

The first moto saw Suzuki West's Gary Denton out front early, but Cantaloupi and Glover slipped by on the second lap. Myerscough came around in dead last after the first lap, apparently the victim of chain problems. Glover put his factory equipment in the lead by the third lap and began stretching his margin until the seventh lap, when he got off and Cantaloupi found himself with the lead again. Glover remounted in second and began a charge back to the front, and in a wild last lap, passed Cantaloupi twice to finally hold on for the win.

The second moto saw Glover out front early, but this time Myerscough was on his tail. The two traded the lead back and fourth for the first few laps until Myerscough took it for keeps. Glover then experienced more bike problems and had to struggle to hold on the fifth at the flag as Cantaloupi, Denton and Suzuki's Scott Burnworth slipped by. Johnny O'Mara almost nipped Broc at the line, but time ran out and Glover held on to second overall.

In 250cc action Danny "Magoo" Chandler ran away with the show by taking both motos. The first time Magoo was back in 11th fighting off Kawasaki's Tommy Croft, but Croft got off hard in a tangle and had to pack it up and go home. On the second go-around Chandler went from 10th to second, then passed Mark Lawrence at the top of the uphill for the lead. Jeff Jennings passed his way up to second before a stuck throttle sent him back to ninth, which was a tough way to go for the kid trying to come back with Suzuki after some lean years on the motocross scene.

Moto two saw Chandler take the lead on the first lap with a mid-air pass on John Greenway and Jennings, landing right between the two. Jennings took over second and tried to hold on to Chandler, but again a stuck throttle sent him into a bank as he was moving up. This series is a big one for Jeff, as it will determine whether or not he gets a factory ride for the Nationals and Trans-Ams in '79. Picking up second was Pete Wanket, ahead of Mark Lawrence, Radical Ron Turner, Eric McKenna and Jennings.

For the 500cc motos, Bob Elliott put together a pair of seconds to top Goat Breker in the overalls. Danny Chandler handily won the first moto after passing Tommy Croft in mid-air on the long downhill, and Elliott stayed in close to grab second when the practice bike which Croft was racing began to give out. Breker and Bob Marino had a nice battle for fourth going late in the race, which Goat took at the wire.

The second moto found Magoo walking back to the pits after the first turn, where he snapped his chain. Wayne Boyer took over and led the first 10 laps, but late in the race Breker put his Husqvarna wide open and shot into the lead at the bottom of the downhill. Elliott had to also get by Boyer to save his overall, which he did as the last lap flag came out. Breker took the moto win, but Elliott the overall, third went to Boyer, followed by Dean Wiggins, McKenna and Alan Smith. ●

Results

125: 1. Donnie Cantaloupi (Yam); 2. Broc Glover (Yam); 3. Gary Denton (Suz); 4. Scott Burnworth (Suz); 5. Ron Turner (Yam); 6. John O'Mara (Suz); 7. Ross Maeda (Suz); 8. Steve Schmitz (Suz); 9. Scott Johnston (Suz); 10. Duane Marker (Suz).

250: 1. Danny Chandler (Mai); 2. Pete Wanket (Yam); 3. Mark Lawrence (Yam); 4. Ron Turner (Yam); 5. Eric McKenna (Mai); 6. Jeff Jennings (Suz); 7. Bob Stem (Yam); 8. John Greenway (Yam); 9. Jim Gibson (Suz); 10. Tim Sparks (Mai).

500: 1. Bob Elliott (Suz); 2. Goat Breker (Hus); 3. Dean Wiggins (Mai); 4. Eric McKenna (Mai); 5. Wayne Boyer (Suz); 6. Mike Tripes (Suz); 7. Alan Smith (Hus); 8. Chris Chaffee (Yam); 9. Chuck Pettigrew (Mai); 10. Luke Messer (Mai).

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Championship Enduro

The Making Of A Champion

Burleson discovers the dirt

Back in 1965, when he was a junior in high school, Richard Burleson got his first taste of motorcycle riding on a friend's Honda S-90. About the time he graduated, his friend decided to try the dirt on a 200 Bultaco so Dick got the S-90 for commuting to his summer job and for playing on the sand dunes with his friend. Before long he'd gone the same route lots of people have — knobby tires, larger rear sprocket, and then a power kit for the engine. As he puts it, "the whole darn works."

From that small beginning, Dick Burleson has become the acknowledged American master of off-road riding, having won the AMA National Championship Enduro year after year since 1974 and taken home Gold Medals from the International Six Days Trial every year since '73 when he was a member of the U.S. team which won the Silver Vase. He was the fastest U.S. rider in the 1976 ISDT in Austria. He was best American in the original Trans-AMA motocross series and twice named AMA motocross champion. Although his name has been linked with Husqvarna since he started riding the Swedish brand and went to work for them after he got his degree in mechanical engineering from the University of Michigan, he's competed and won on other bikes, both big-bore and small. How he got to the top, and some of his experience along the way, are best told by Dick, himself.

"I got a BSA when I went to college, a 441, and I had a 250 Maico for a little while, and I started riding scrambles. Michigan is really big on scrambles. They're more like rough-course scrambles, and I think maybe we went five or 10 laps, something like that. I was doing pretty well travelling around Michigan and racing during the summer and fall and going to school during the winter-spring session. The first motocross I raced was in Toledo on my BSA when the sport was just starting in this country. I crashed a couple of times, but still managed to win. Then when the Inter-Am series came to the States I raced the support class at New Philadelphia. I won the first moto and blew up my BSA in the other.

"The first year they had the Trans-AMA series we raced both 250 and Open class, switching back and forth each week. The scoring of every race counted, and I finished well in all of them. I ended up fourth overall, and that was best American, and from that the natural tendency was to call me National Champion."

But motocross soon got to be more of a hassle than it was fun for Dick. He couldn't ride in the winter because he was going to college in Michigan, so he missed the Florida series and had a harder time "keeping the competitive edge" during the rest of the season. Also, the increasing popularity of motocross made qualifying motos necessary, and shortened practice, so he got to ride less. And more riding was the reason he switched from scrambles to motocross in the first place. So he lost some of his enthusiasm for the sport.

Learning about enduro

"While I was racing I worked for Piasecki, a Husky-Penton dealer in Toledo. Frank Piasecki is an old enduro rider from way back, and that whole crew was into enduro quite a bit. Frank and John (Penton) used to have it out at the enduros, and they got me into it. I rode Toledo a long time ago on a little Penton — a 100, I think — and I rode the Jack Pine on a 100 one time, unsuccessfully.

"I had a real late number, and that one year they really ran late. On the first day, I crashed once pretty hard and hurt myself a little. I was going down a hill and hit a stump, and the bike ran over my neck. I kept on going, and was still within my hour, but I was still more than an hour's trail time from the end of the first day, and it was pitch dark out, and raining! I couldn't believe it. I thought this was pretty bad. I said to myself, "I'm never going to ride one of these things again.' I'd hurt my ankle and my neck was really stiff. In a turn I had to twist my whole body to see. That wasn't fun at all.

"Phew! I couldn't believe it. I had about a half dozen guys behind me because my headlight still worked, and all these other guys were caught out there without headlights. We shortcut the course to get back to the start, and there was the check. We hadn't missed a check, and I was still within my hour at that point, so they were going to check me. But my ankle hurt and I thought I might have broken my neck, so I said I wasn't going to ride anymore, and I didn't turn in my card.

"As soon as I got back to the motel and had a shower and something to eat I was in pretty good shape. Next morning I got up not really feeling that bad. My bike still ran, and it made me think I was kind of stupid. That woke me up. Now when I ride I have an attitude that if I hurt myself it'll go away pretty quick, and it usually does. That was one of the first things that really opened up my eyes to how to do well in long events, just going hard for long times and realizing the race is never over until the end.

"I was halfway serious in the qualifiers long before I was serious in enduro. At the time I was riding motocross on a Husky and working for Piasecki I was riding a Penton in the woods. Frank Piasecki and John were friends, and John picked me up and started helping me go with Jackie and Tom and Jeff (Penton) and a bunch of other people, too. We went to the very first Trask Mountain event, and another way up in Canada somewhere, and then when the two-day events were first starting out we went to those. I rode the Isle of Man on a Penton in '71, but I didn't get serious about enduros until after the Six Days in the Berkshires in 1973."

Big Husky does it

"After the Berkshire event I got a 350 Husky one of the Swedes had ridden in the Six Days, and I went to the two-day event in St. Louis and just wheelied! I blew everybody away cold. Up until that time I'd been riding little bikes, 125 and 175, and I'd been doing OK, maybe in the top five. I was halfway competitive, but that was about it.

"I'd ridden a 250 and a 400 in motocross and I really liked those. I'd always thought the 125 was pretty nice in the woods, but it turns out it just wasn't fast enough or my riding style didn't match the little bike. I was good, and I was competitive in my class, but I wasn't really competitive overall. In a lot of the first two-days Jackie usually beat me, and Carl Cranke was faster, too, at the time. Right after I started riding the big bike I rode three Nationals and won, I think, two of them, or maybe three. From then on I've stayed on at least a 250, and I've been really pretty good ever since.

"Up until that time I hadn't been serious about enduro at all. I just went to one here and there when the Piaseckis or maybe Jack Lehto (at that time Husqvarna team manager in the U.S.) wanted to go to one. It was kind of fun. But I wasn't serious about my timekeeping or anything until I got on the big bike. And boy, then it was *fun!* I'd never been on anything like that. That bike just did wheelies constantly. It had so much power. It was great. The next year (1974) we came out with the new mag-motor 250, which was a really a nice bike, and I started riding that. I won nine Nationals that year, you know. That wasn't too bad."

Not bad at all! It gave Dick Burleson his first National Enduro Championship. He repeated in 1975, by which time he'd been dubbed "King Richard" by the motorcycle press. He did it again in 1976, and he locked up the 1977 championship in June with only 15 of the 28 events completed and in 1978 he won the crown again. He's quiet, consistently fast, and both he and his bike are thoroughly prepared for each event. Is he really going faster now than previous years like some riders think?

"If I'm going faster, I would say some of that is the bike, and maybe some of it's me, too. It's not possible to separate my riding from the bike. It's a total performance. I think more of it is the bike than it is me, or it's the bike and me being able to use it.

"An enduro is a combination of seconds all added up. If I can go faster in a mile by only one second, in a hundred miles that's enough to win the event. I definitely like to win. I don't go to get second place. If I do get second I feel like I've lost. Of course I get a lot of enjoyment out of riding the motorcycle in the woods and doing better than everybody expects. Like if I go to a race and everyone's got it all scoped out as a 10-pointer, I like to come through with a five or a one.

I've been in zero-point enduros. I don't think it's good. I'd rather see a 100-pointer, myself, or an enduro where I was the only one to finish. A zero enduro just means the course wasn't laid out right. Either the checks were in the wrong places and they didn't catch you, or the time schedules

were too slow. You know, that's what the California races are, zero enduros. There's just a lot less riding skill and basic thinking involved, I think. That doesn't do much for me. I like a race that's really tough and the weather's really bad.

"I have no trouble at all keeping time. It's just part of the game. That's not what I enjoy about enduros, keeping time and zeroing a check. I like it if you have a check and then you go into the woods, and you know you're not going to be able to maintain the schedule, and you have to go as fast as you can. That's what I enjoy, just going as fast as I can through the woods, and the longer the better. The longer it is, usually the better my chances of doing well."

Running hot

"The worst thing to do is hit a check early. I hate that because it's just a total waste. When I hit a check early I go up the trail swearing at myself. I can't believe I did that. It really bums me out. But I've learned from so many races I've been to that it's never over until the end. If I have a problem or burn a check or something, I'll think, 'well, I'm out of it.' I've done that a couple of times, where I burn a check, and then I've kept on going with it bugging me a couple minutes. But I forget about it and race the rest of the event and come out winning.

"Like down there at that one Texas event early in 1977. I lost some mileage — like three or four tenths — on a kind of U on the course, enough so I burned the next check. It was in a little gully, and I didn't even see it, and I came around thinking I was in free territory. There it was, actually 5.2 miles from the last check. I was four minutes early, 17 points right there, and the race had been a zero-pointer for me up 'til then. I was so grossed out I protested the check. But anyway, I took off, and after awhile I kind of forgot about it and just kept on riding as best I could. I didn't lose any more points, and Don Sanford zeroed the whole course to win. Skip Olson hit a couple late, maybe. I don't remember. He dropped less than 10 points. And there was nobody in between. I got third overall, and I dropped 17 hot points!

"That's a classic example of how you shouldn't give up in the middle because you still may come out OK."

Why is Dick Burleson so consistent? He says it's because he's stayed with one brand of bike and learned how to solve or eliminate all the minor things that cause trouble on enduros. He analyzes his own problems and those of other riders and figures out how to eliminate them. Things like chains coming off, flat tires, etc. that cause the most trouble. He tries to ride the same bike a long time so he doesn't have to go through the problems encountered with any new machine.

His toughest run? "In the past three years they've all been pretty easy, not very wet. The Porcupine in 1975 was a lot of fun, with the thundershowers and lightning in the middle of the run."

More than a few riders have different memories of the same enduros. But then they don't have all those wins to comfort them. But the record of Bill Baird of Illinois still stands as a challenge to Dick. For seven years, 1962-1968, Bill won the national enduro championship! ●

(To be continued)

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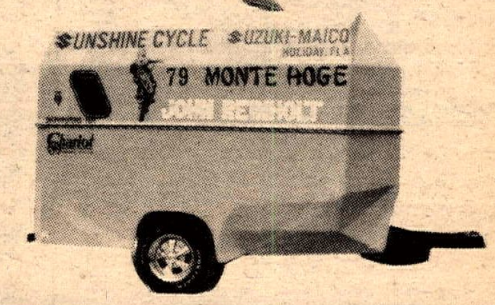

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